



Federal Aviation Administration

Memorandum

Date: July 05, 2017

To: Aircraft Accident File ZMA-ARTCC-0362


From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R62 R position for the time period from May 15, 2017, 1507 UTC, to May 15, 2017, 1710 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| MU2, N220N | N220N |
| Miami ARTCC Grand Turk Sector, Radar Controller | R62 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1507
(1508-1536)
1537
1537:05 N220N miami center november two two zero november flight level
two four zero good morning

1537:18 R62 other aircraft calling miami go ahead
1538
(1539-1540)
1541
1541:26 R62 november two two zero november miami

1541:29 N220N miami center november two two zero november two four zero

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N220N

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1541:33 R62 november two two zero november miami center roger cleared
direct piper papa india papa echo romeo direct titusville

1541:43 N220N direct uh piper direct titusville great two zero november
1542
(1543-1546)
1547

1547:53 R62 november two two zero november just be advised your uh
transponder just went off i think it switched back on
again

1547:59 N220N okay let me know if it happens again i can try the uh
second one

1548:02 R62 roger that if there's weird how this works if there's a
cruise ship that uh at grand turk which there could be
just because you're at low altitude it does interfere
with it sometimes but i got you again radar contact a
hundred twenty two miles southeast

1548:14 N220N position checks thanks
1549
(1550-1614)
1615

1615:40 R62 november two two zero november contact miami center one
two five point one

1615:50 R62 november two two zero november contact miami center now on
one two five point one

1615:55 N220N twenty five one two zero november good day
1616
(1617-1637)
1638

1638:56 R62 november two two zero november miami
1639

1639:04 R62 november two two zero november miami radio check
1640
(1641-1709)
1710

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 06, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

From: Miami Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R58 R position for the time period from May 15, 2017, 1546 UTC, to May 15, 2017, 1901 UTC.

| Agencies Making Transmissions | Abbreviations |
|--|---------------|
| MU2, N220N | N220N |
| Miami ARTCC Mille Sector, Radar Controller | R58 |
| SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA1550 | SWA1550 |
| SPIRIT AIRLINES, INC. (EASTPOINTE, MI), NKS145 | NKS145 |
| AMERICAN AIRLINES INC., AAL935 | AAL935 |
| P46T, N113MC | N113MC |
| AMERICAN AIRLINES INC., AAL1971 | AAL1971 |
| JET LINX AVIATION, LLC (OMAHA, NE), JTL715 | JTL715 |
| SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA3368 | SWA3368 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.

Glenn E. Rivera
Support Specialist
Miami ARTCC

1546
(1547-1615)
1616

1616:15 N220N miami center mitsubishi two two zero november two four

zero

1616:50 R58 last aircraft calling center say again i was off line

1616:56 N220N uh mitsubishi two two zero november two four zero
1617

1617:01 R58 november two two zero november miami center roger
1618
(1619-1634)
1635

1635:43 R58 november two two zero november change to my frequency one
two six point two seven

1635:56 R58 november two two zero november change to my frequency one
two six point two seven
1636

1636:12 R58 november two two zero november november two two zero
november miami

1636:25 R58 november two two zero november november two two zero
november miami center on guard contact miami center
frequency one two six point two seven
1637
1638

1638:33 R58 november two two zero november miami
1639

1639:08 R58 november two two zero november november two two zero
november miami
1640

1640:32 SWA1550 miami southwest fifteen fifty two two zero november's
trying to get hold of you

1640:40 R58 all right uh who's that relay relaying for uh two two zero
november

1640:45 SWA1550 southwest fifteen fifty

1640:47 R58 uh southwest fifteen fifty uh roger uh just advise two two
zero november to monitor this frequency and uh have him
check in again about uh five minutes i should be able to
hear him uh here in about five minutes

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1641:00 SWA1550 okay and two two zero november this is southwest fifteen
fifty

1641:09 SWA1550 roger
1642
1643
1644
1644:42 R58 november two two zero november how do you hear miami

1644:45 N220N loud and clear two two zero november

1644:47 R58 uh roger i have you loud and clear as well now
1645
(1646-1713)
1714
1714:16 R58 attention all aircraft hazardous weather information
center weather advisory two zero one valid until one
niner one two from one seven zero north northwest grand
turk one zero five northeast great inagua one three zero
south southeast nassau seven zero south southeast nassau
one seven zero north northwest grand turk area of
thunderstorms moving from two five zero one zero knots
max tops three nine oh expect little change for more
information monitor hiwas flight service frequencies

1715
(1716-1727)
1728
1728:16 R58 november two two zero november contact miami center one
three four point eight

1728:21 N220N thirty four eight two zero november good day
1729
(1730-1731)
1732
1732:07 R58 november two two zero november miami
1733

1733:14 R58 november two two zero november november two two zero
november miami

1733:26 R58 miami center transmitting on guard november two two zero
november november two two zero november contact miami
center one three four point eight

1734
1734:39 R58 spirit wings uh one forty five relay request

1734:44 NKS145 uh yes sir go ahead

1734:50 R58 spirit wings one forty five uh if you would reach out for
uh aircraft november two two zero november november two
two zero november have him contact miami center one three
four point eight

1735:03 NKS145 okay november two two zero november and one thirty four
decimal eight we'll give it a shot

1735:11 NKS145 and november two two zero november do you copy spirit
wings one four five

1735:26 NKS145 and two two two two zero november do you copy spirit wings
one forty five if so contact miami on one thirty four
decimal eight

1735:41 NKS145 and miami uh spirit one forty five uh no reply

1735:44 R58 thanks for trying
1736

1736:31 R58 american nine thirty five thank you on this frequency if
you would please uh relay request reach out for november
two two zero november again the call sign november two
two zero november if he responds have him contact miami
center on frequency one three four point eight

1736:50 AAL935 okay on this frequency i'll call them and uh thirty four
eight i'll take care of it okay american nine thirty five

1736:58 AAL935 november two two zero november american nine thirty five
how copy
1737

1737:14 AAL935 november two two zero november american nine thirty five
how copy

1737:23 AAL935 uh no joy american nine thirty five

1737:26 R58 american american nine thirty five thank you contact miami
center one two six point four five

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1737:31 AAL935 two six four five now okay american uh nine thirty five
see you

1737:51 AAL935 american november two two zero november american nine
thirty five on guard how copy
1738

1738:56 R58 november one one three mike charlie question

1739:00 N113MC okay go ahead three mike charlie

1739:02 R58 november one one three mike charlie did you happen to see
an aircraft passing off your right side over the last few
minutes and probably a thousand feet below you off your
right side m u two would be the type of aircraft

1739:14 N113MC uh that's a negative we're i m c

1739:16 R58 november three mike charlie thank you
1740
1741

1741:28 R58 november two two zero november november two two zero
november miami center how do you hear
1742
(1743-1745)
1746

1746:57 R58 american nineteen seventy one i have a relay request for
you if you don't mind

1747:09 R58 american nineteen seventy one miami

1747:13 AAL1971 american nineteen seventy one just switched over three one
zero continuous light chop

1747:17 R58 american nineteen seventy one thank you a relay request
please

1747:24 AAL1971 american uh nineteen seventy one do you want us to relay a
request

1747:29 R58 uh affirmative um if you go over on your second radio to

unicom we're looking for an aircraft on frequency one two two point eight on unicom frequency one two two point eight reach out uh for a call sign november two two zero november again the call sign november two two zero november if you make uh establish communications have him contact miami center on one three four point eight

1748

1748:03 AAL1971 ah so you want us to contact november two two zero november and have them go to miami on one three four decimal eight but i missed the unicom frequency

1748:16 R58 that was all correct and the unicom frequency is one twenty two point eight one two two point eight

1748:24 AAL1971 one twenty two point eight okay we'll uh we'll do the relay and can we have slightly left of course for the weather off our right

1748:31 R58 american nineteen seventy one stand by

1748:45 R58 american nineteen seventy one deviation approved when able proceed direct asivo and advise

1748:51 AAL1971 left deviation approved direct asivo when when able american nineteen seventy one and you said we need to try him on one two two decimal eight correct

1749:00 R58 american nineteen seventy one affirmative the unicom uh

1749:04 AAL1971 thank you yeah there's just a lot of static up here with the weather and and everything it's just kind of hard to hear you but uh he's trying him now

1749:10 R58 american nineteen seventy one thank you

1749:34 R58 jet linx seven fifteen miami center

1749:37 JTL715 seven fifteen go ahead

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1749:38 R58 jet linx seven fifteen if you would on this frequency reach out for call sign november two two zero november you happen to get a hold of him come have him contact miami center one three four point eight one thirty four point eight again the call sign november two two zero november

1749:55 JTL715 copy all okay jet linx seven fifteen

1749:59 JTL715 november two two zero november how do you hear

1750:14 JTL715 november two two zero november

1750:23 JTL715 november two two zero november contact uh center one three four decimal eight uh i'll say that again november two two zero november copy er contact uh miami one three four decimal eight

1750:37 JTL715 center jet linx uh seven fifteen uh (unintelligible)

1750:40 AAL1971 and miami american uh nineteen seventy one uh no joy on unicom you want us to try guard or another frequency

1750:49 R58 jet linx seven fifteen thank you

1750:53 R58 american nineteen seventy one thank you as well you can try on guard again please it it wouldn't hurt

1750:58 AAL1971 all right sir we'll try it on guard thank you
1752

1752:09 AAL1971 november two two zero november how do you read american one nine seven one on guard

1753
(1754-1817)
1818

1818:32 R58 um r fifty eight briefing the big board tuxxi's closed you're getting provo guys going that way uh provo's open east and high (unintelligible) active channel a backup is b there's b (unintelligible) weather coming from them is a lot of deviations

1818:50 R58 okay

1818:50 R58 that's one they haven't hit new york uh they seem to
straighten out in here minor deviations in here all the
island guys are coming like this

1818:58 R58 okay

1818:59 R58 uh ride complaints moderate chop thirty five thirty one
and thirty three are a little bit better they all kind of
scoot out in here and they get worse but uh i don't think
anything really gets better until sixty two
(unintelligible) traffic talking to everyone with the
green v c i that guy in there gone he hasn't checked in
yet jacob has already coordinated everything on thirty
five he's good i had a guy at twenty four check in with
thirty four eight never came over went into coast

1819:31 R58 he was on twenty six twenty seven

1819:33 R58 yeah

1819:34 R58 you might want to

1819:44 R58 anyway lost communications lost the track everyone knows
about it they're looking for him but

1819:49 R58 yeah

1819:49 R58 that's why the bubble's there i think they have the lat
longs so uh

1819:51 R58 all right

1819:51 R58 that's all i got to say questions

1819:57 R58 he's already over and he'll come over
1820

(1821-1826)

1827

1827:25 SWA3368 southwest thirty three sixty eight we're uh done deviating
back on course to idaho

1827:30 R58 southwest thirty three sixty eight uh roger that and i
have a request for you

1827:36 SWA3368 go ahead

1827:37 R58 southwest thirty three sixty eight can you call out on
this frequency for a november two two zero november again
it's november two two zero november and just see if you
get an answer on this frequency

1827:47 SWA3368 sure

1827:49 SWA3368 november two two zero november this is southwest three
three six eight on one two six point two seven do you
copy

1828

1828:04 SWA3368 and november two two zero november on twenty six twenty
seven do you copy

1828:12 SWA3368 no answer southwest thirty three sixty eight

1828:15 R58 southwest thirty three sixty eight thanks for trying

1828:49 SWA3368 and miami southwest thirty three sixty eight did you want
us to try on guard as well

1828:54 R58 southwest thirty three sixty eight sure if you could do
that that would be great

1828:58 SWA3368 will do
1829

1829:02 SWA3368 and november two two zero november this is southwest
thirty three sixty eight on guard do you copy

N220N

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1829:18 SWA3368 november two two zero november southwest thirty three
sixty eight calling on one two one point five do you
(unintelligible)

1830

1830:16 SWA3368 and southwest thirty three sixty eight no joy on guard
either

1901

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 18, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

From: Miami Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R59 R position for the time period from May 15, 2017, 1659 UTC, to May 15, 2017, 1859 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| MU2, N220N | N220N |
| Miami ARTCC Abaco High Sector, Radar Controller | R59 |
| P46T, N113MC | N113MC |
| AMERICAN AIRLINES INC., AAL330 | AAL330 |
| BRITISH AIRWAYS, BAW253M | BAW253M |
| ATLAS AIR, INC. (JAMAICA, NY), GTI100 | GTI100 |
| WESTJET AIRLINES LTD, WJA2755 | WJA2755 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.

[REDACTED]

Glenn E. Rivera
Support Specialist
Miami ARTCC

1659
(1700-1728)
1729
1729:29 N220N miami center mitsubishi two two zero (unintelligible)

1729:35 R59 say again
1730
1731
1732

1732:49 R59 november two two zero november miami
1733

1733:03 R59 november two two zero november miami
1734
1735
1735:40 R59 november one one three mike charlie miami center

1735:44 N113MC go ahead

1735:45 R59 november one one three mike charlie could you call for a
november two two zero november and see if he's on
frequency

1735:52 N113MC two two zero november we'll give him a call
1736

1736:25 N113MC two two zero november three mike charlie do you read

1736:47 N113MC miami no reply for two two zero november

1736:50 R59 roger thank you
1737
1738
1739
1739:44 R59 american three thirty miami

1739:47 AAL330 yes sir go ahead

1739:49 R59 yeah uh we're a request for you we're looking for an
aircraft we seem to have lost radar contact should be at
your uh one o'clock about twenty five miles at two four
zero just see if you see anything on tcas around that
area

1740:08 AAL330 uh we got somebody on tcas at uh twenty two and a half but
they're uh behind us we just passed them

1740:17 R59 yeah we got that one i got that one on radar i'm working
it it's uh just another one if you see somebody pass in
front of you here in the next few minutes two four zero
can you just advise me it should be pretty much at your
uh one o'clock now and as you're turning back it will be

more at your twelve o'clock eleven to twelve o'clock

1740:35 AAL330 absolutely we'll do that american three thirty

1740:37 R59 thanks
1741

1741:38 R59 american three seventy er correction american three thirty
that uh aircraft should be just abeam you maybe about
your one to two o'clock now about five miles two four
zero based on our last track do you see anything there

1741:54 AAL330 yeah we saw we just got a glimpse of him just for about uh
a second or so

1742:00 R59 on uh tcas or visual

1742:02 AAL330 tcas we're i m c and uh just as a note uh two five zero
was uh light to moderate rime ice

1742:09 R59 american three thirty roger thanks

1742:46 R59 and american three thirty you said that was uh light to
moderate rime ice

1742:50 AAL330 yes sir at uh two five zero yep

1742:52 R59 uh roger american three thirty say the outside temperature

1742:57 AAL330 the outside temperature is uh negative twenty three

1743:05 R59 thank you
1744
(1745-1748)

1749 R59 november two two zero november november two two zero
1749:15 november miami center how do you read
1750

1751
1751:56 R59 speedbird two five three mike got a request for you too

1752

1752:01 BAW253M uh speedbird two five three mike go ahead

1752:02 R59 uh speedbird two five three mike as you get a little lower
i've got a aircraft that we've uh lost on radar and
communications at the moment based on their last track
they should be at your uh eleven to twelve o'clock and
about forty five miles at two four zero you should uh
pass right overhead of him when you're at two six zero
can you just tell me if you see anything on tcas when you
get a little closer or now if you do

1752:34 BAW253M uh we have nothing on tcas at the moment when we get get
down toward two six zero we'll let you know speedbird two
fifty three mike

1752:39 R59 roger thanks

1752:45 BAW253M uh speedbird two five three mike do you have a call sign
for the guy and we'll try him on uh one two one five we
might get him better than you

1752:51 R59 yeah sure it's uh november two two zero november uh two
two zero november

1752:56 BAW253M uh roger
1753
1754
1755

1755:05 R59 speedbird two five three mike that aircraft should be at
your uh about eleven to twelve o'clock and one five miles
somewhere around there you see anything there at uh two
four zero yet

1755:15 BAW253M uh we have nothing on tcas or of that nature on guard for
speedbird two fifty three mike

1755:19 R59 roger thanks

1755:28 R59 and speedbird two five three mike just heads up working on
something might have to keep you up a little higher just

to be clear of that track we don't apparently have any communications or know where he's at at the moment so it might be just a little bit longer before you go down

1755:45 BAW253M that's no problem thanks speedbird two fifty three mike
1756
(1757-1806)
1807
1808:00 R59 giant one hundred miami request

1808:03 GTI100 yeah go ahead for giant one zero zero

1808:10 GTI100 uh miami giant one zero zero go ahead

1808:17 R59 giant one hundred uh could you go to bahamas unicom one
two two point eight and uh call for a aircraft november
two two zero november see if he's on that frequency
twenty two eight two two zero november

1808:32 GTI100 okay we'll do that right now giant one zero zero
1809

1809:47 GTI100 and miami giant one zero zero

1809:48 R59 go ahead

1809:48 GTI100 yeah no joy on that one

1809:50 R59 thanks
1810
(1811-1816)
1817

1817:44 WJA2755 hello miami west jet two seven five five flight level one
nine six climbing two three zero

1817:52 R59 west jet twenty seven fifty five miami center roger uh
stand by for higher be a little bit we got a missing
aircraft on your route at uh two four zero so i need to
clear you from him

1818:05 WJA2755 two seven five five

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1819

1819:56 R59 west jet twenty seven fifty five climb and maintain flight level three three zero if you uh happen to see any aircraft uh they should be well out of that area but we lost the aircraft at two four zero and uh you're going to be transversing their route here in about another uh five minutes if you see any aircraft at two four zero on your tcas can you just give us a heads up

1820:22 WJA2755 we'll do that sir and we're cleared to flight level three three zero for west jet two seven five five

1820:26 R59 roger affirmative

1821

(1822-1823)

1824

1824:45 R59 west jet twenty seven fifty five miami

1824:48 WJA2755 go ahead sir

1824:49 R59 uh west jet twenty seven fifty five can you call for a november two two zero november that's two two zero november see if he's on frequency

1824:58 WJA2755 stand by

1825

1825:01 WJA2755 november two two zero november it's west jet two seven five five

1825:15 WJA2755 november two two zero november it's west jet two seven five five

1825:25 WJA2755 no joy there sir do you want us to try on guard

1825:27 R59 uh no problem thanks

1825:54 WJA2755 miami west jet two seven five five

1825:56 R59 go ahead

1825:57 WJA2755 no chance we'd be able to get him on their last assigned frequency is it

1826:03 R59 what coming out of uh nassau

1826:06 WJA2755 perhaps

1826:08 R59 uh you could try it if you would just uh let me know

1826:13 WJA2755 would that have been uh twenty five seven sir

1826:15 R59 yeah try if you could try on twenty five seven to relay and just see

1826:19 WJA2755 we'll give him a go

1826:30 R59 all right fifty nine backup darc provo open east equipment's good communications good got new frequencies here navais the board no new messages are up there i actually got one weather deviations right around here they're all coming around deviating some of the guys coming uh uh solei like this and end up coming up here and i gave orede

1827:03 WJA2755 miami west jet two seven five five

1827:05 R59 go ahead

1827:09 R59 go ahead

1827:14 R59 west jet twenty seven fifty five go ahead

1827:16 WJA2755 yes sir we tried them there no no joy

1827:19 R59 roger

1827:20 R59 all right traffic this guy is lying there (unintelligible)
one way or another

1827:36 R59 he went missing so if you end up hearing him that's about
where he dropped off we lost radar communications no
one's heard from him since that's his coast track uh
talking to this one talking to that one going up to
thirty seven check it it looks like he's going enamo have
not read that there's the strip for that just in case you
get him but like i say he should be (unintelligible)

1828:03 R59 we're not blocking we're not doing anything right it's
normal normal ops

1828:06 R59 yeah i mean we'll double check but should be clear based
on his time he should be well clear of the airspace in
fifteen minutes if we protect fifteen minutes he's still
already clear

1828:19 R59 so normal ops (unintelligible) no blocking altitudes
1829
(1830-1858)
1859

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 25, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) S-A42 FM position for the time period from May 15, 2017, 1707 UTC, to May 15, 2017, 2028 UTC.

| Agencies Making Transmissions | Abbreviations |
|--------------------------------------|---------------|
| Miami ARTCC, Watch | WSIC |
| Supervisor-in-Charge | |
| Miami ARTCC Ocean Area Supervisor | X1786 |
| Desk, Telephone Extension 1786 | |
| Unknown Agency | UNK |
| Miami ARTCC Supervisor, Traffic | TMS |
| Management | |
| Miami ARTCC, Traffic Management Unit | X1737 |
| Supervisor Desk, Telephone Extension | |
| 1737 | |
| Miami ARTCC Support Manager, Quality | QCSM |
| Control | |
| Honeywell Aerospace, Inc. | HWELL |
| Satcom Direct, Inc., Melbourne, FL | SATCOM |
| Aeronautical Radio, Inc. | ARINC |
| Rockwell Collins ARINC Direct | RCA |
| Universal Weather & Aviation, Inc., | UNIV |
| Houston, TX | |
| World Fuel/Colt International, Inc., | COLT |
| Webster, TX | |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.

[REDACTED]

Glenn E. Rivera
Support Specialist
Miami ARTCC

ZMA-ARTCC-0362
N220N

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1707

(1708-1736)

1737

1737:29 WSIC miami center watch desk ausby

1737:31 X1786 mister ausby i lost communication and the target on
november two two zero november at sector fifty eight

1737:37 WSIC two two zero november sector fifty eight all right let me
know if you get him back but just let me verify november
two two zero november on fifty eight

1737:48 X1786 yeah if you quick look sector fifty eight i should be
seeing him on radar but i don't have communication and i
don't have a target either

1737:54 WSIC okay

1737:55 X1786 okay

1737:55 WSIC all right thank you

1737:56 X1786 all right

1738

1739

1740

1740:32 WSIC you got him

1740:33 X1786 no

1740:33 WSIC no

1740:34 X1786 and i'm concerned about this guy call somebody in the
front

1740:37 WSIC all right

1740:37 X1786 uh the o m

ZMA-ARTCC-0362
N220N

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| | | |
|-----------------|-------|---|
| 1740:38 | WSIC | all right okay |
| 1740:39 | X1786 | whoever you have |
| 1740:39 | WSIC | all right okay |
| 1740:40 | X1786 | tell him to come down to the area |
| 1740:41 1741 | WSIC | all right |
| 1742:00 | X1786 | (unintelligible) did you get a hold of anyone did you get a hold of anyone |
| 1742:03 | UNK | no not yet he he's calling |
| 1742:04 | X1786 | who's calling |
| 1742:05 | UNK | j b he just took over |
| 1742:06 | UNK | hello |
| 1742:07 | X1786 | david |
| 1742:07 | UNK | yes hey what's up |
| 1742:08 | X1786 | hey hey it's kingsley did you remember talking to november two two zero november an m u two from borinquen |
| 1742:15 | UNK | uh yeah |
| 1742:18 | X1786 | and and |
| 1742:19 | UNK | yeah we lost the guy like at twenty four thousand feet right |

1742:22 X1786 yeah the guy at twenty four thousand feet

1742:24 UNK yeah

1742:25 X1786 so you did speak to him when you worked at fifty eight

1742:27 UNK uh yeah and he came over on uh twenty six twenty seven and
uh yeah he was on that frequency last

1742:33 X1786 okay all right

1742:35 UNK what was he nordo

1742:37 X1786 yeah he's nordo i just lost him like we lost his target
and lost him on frequency i can't find him

1742:41 UNK oh yeah yeah he was he was on twenty seven point two he
the first time he checked in i couldn't hear him somebody
relayed for him then he checked in i had him

1742:48 X1786 okay all right thank you

1742:50 UNK all right all right bye
1743
(1744-1806)
1807

1807:27 UNK miami center watch desk norea

1807:28 X1786 norea

1807:28 TMS yes

1807:29 X1786 uh do you have the number for the n b n b a desk at the
command center

1807:35 TMS um okay yes we do

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| | | |
|---------|-------|---|
| 1807:36 | X1786 | okay call them and ask them if they have a phone number for their operator |
| 1807:40 | TMS | (unintelligible) |
| 1807:40 | X1786 | we're trying the n b a on our side but try that at that at the desk at the command center |
| 1807:44 | TMS | the command center |
| 1807:46 | X1786 | n b a a desk |
| 1807:47 | TMS | for the operator you said |
| 1807:49 | X1786 | no there's a national business aircraft association they have a person in |
| 1807:52 | TMS | the command center |
| 1807:52 | X1786 | yeah |
| 1807:53 | TMS | okay so |
| 1807:53 | X1786 | see if they have a phone number for their operator |
| 1807:55 | TMS | for the operator |
| 1807:56 | X1786 | for the company whoever we can call and then ask jan if we can call the number |
| 1808:00 | TMS | okay i'm kind of out of the loop so i'm i'll i'll tell that to dean |
| 1808:03 | X1786 | yeah okay |

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| | | |
|---------|-------|--|
| 1808:03 | TMS | okay |
| 1808:04 | X1786 | thanks |
| 1808:04 | TMS | all right bye |
| 1808:59 | X1786 | ocean kingsley |
| 1809:00 | X1737 | hey kingsley d um dean said they already got the pilot's name and phone number |
| 1809:03 | X1786 | okay |
| 1809:04 | X1737 | okay |
| 1809:04 | X1786 | uh it looks like they got him through a relay (unintelligible) atlantic did |
| 1809:07 | X1737 | okay |
| 1809:35 | QCSM | miami center watch desk |
| 1809:37 | X1786 | uh they did not get him it was just another pilot looking out for him that sounded like he was him but we still he's still missing |
| 1809:44 | QCSM | did we get any uh pan pans or maydays that anybody heard |
| 1809:47 | X1786 | negative |
| 1809:48 | QCSM | okay um can we contact the bahamian authorities and let them know that we've uh we're missing an aircraft and we're sending out coast guard uh in the area where the lat long is |
| 1810:02 | X1786 | we contacted nassau approach to see if they had any |

information or if they heard of him but that's all

1810:07 QCSM okay well at least they they're aware then

1810:08 X1786 they're aware yeah and we had started looking at the airports in the vicinity to see they're they're actually calling right now all the airports

1810:14 QCSM okay so what do we have from flight service it says we have white silver and green aircraft color and we have four souls on board

1810:22 X1786 okay

1810:22 QCSM all right

1810:23 X1786 four souls white silver and green got it

1810:25 QCSM yeah

1810:26 X1786 okay

1810:27 QCSM bye

1811
(1812-1815)
1816

1816:18 HWELL honeywell flight service chris speaking

1816:20 X1786 chris good afternoon this is kingsley vasquez i'm an operations supervisor at miami center

1816:24 HWELL (unintelligible)

1816:24 X1786 with the f a a

1816:25 HWELL hi

1816:26 X1786 i'm looking for an aircraft november two two zero november
can you confirm that he's a subscriber with you guys

1816:30 HWELL yeah what kind of aircraft is that

1816:31 X1786 it's an m u two

1816:33 HWELL oh i'm i i doubt it two two zero november

1816:36 X1786 affirmative

1816:37 HWELL yeah i don't think so but

1816:38 X1786 could you please check

1816:39 HWELL yep i'm checking right now yeah nope we don't have
anything on this car this aircraft

1816:42 X1786 you don't

1816:43 HWELL two two two zero november no we don't do anything for uh m
u twos

1816:46 X1786 no do you know of any company that would take care of that
service

1816:49 HWELL um

1816:50 X1786 it looks like it's a small operator maybe just owned by a
private owner

1816:55 HWELL yeah i mean well if they're not a datalink subscriber too
i don't know who that aircraft would it i mean you maybe
could try arinc

1817:01 X1786 okay

1817:02 HWELL i i don't uh they might i do something i don't even know
if that has datalink service so i'm not sure how to get a
hold of it but they're not part of our

1817:09 X1786 (unintelligible)

1817:09 HWELL part of our plan

1817:11 X1786 okay any other companies that usually will do this service
that you know of

1817:15 HWELL um it's usually that they have datalink service you're
able to message the aircraft it's usually us or arinc or
satcom direct

1817:22 X1786 satcom direct

1817:22 HWELL yeah

1817:23 X1786 do you have their number

1817:24 HWELL um i don't but i can try and look it for you

1817:27 X1786 would you please

1817:46 HWELL uh yeah their number would be uh three two one seven seven
seven three thousand

1817:55 X1786 okay thank you very much

1817:57 HWELL okay you're welcome

1817:57 X1786 thanks
1818

1818:17 SATCOM thank you for calling satcom direct amy speaking

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1818:19 X1786 hi amy good afternoon my name is kingsley vasquez i'm an operations supervisor at miami center i'm looking for an aircraft november two two zero november can you confirm that he's a subscriber with your service

1818:30 SATCOM hold on one second please

1818:31 SATCOM you say it's november what was that

1818:33 X1786 two two zero november

1818:35 SATCOM two two zero november

1818:37 X1786 affirmative

1818:43 SATCOM november two two zero november no results found for that aircraft

1818:48 X1786 no results

1818:49 SATCOM no results

1818:50 X1786 i'm trying to locate the aircraft do you know of any other services that might service that aircraft

1818:55 SATCOM (unintelligible) that i won't know uh you can try arinc you can try other uh companies but i don't we don't have him listed on any (unintelligible)

1819:03 X1786 okay do you know the name of any other companies that usually do this service

1819:07 SATCOM no i don't

1819:08 X1786 you don't

1819:09 SATCOM no

1819:10 X1786 okay thank you for your help good day

1819:11 SATCOM all right thanks

1819:34 ARINC new york arinc this is eric

1819:36 X1786 eric good afternoon this is uh miami center air traffic uh
we're trying to locate an aircraft november two two zero
november i think you might have gotten a call on him
already about him already can you confirm that you do not
have a selcal code he didn't he did not file one with us

1819:51 ARINC okay (unintelligible)

1819:51 X1786 i just want to confirm

1819:52 ARINC two two zero november

1819:54 X1786 affirmative

1819:55 ARINC uh so far we do not have uh contact with him

1819:58 X1786 you do not have contact do you have does he have selcal

1820:02 ARINC uh i have nothing listed here um give me one second

1820:04 X1786 or datalink

1820:06 ARINC nah uh let me try one more thing november two two zero
november

1820:19 ARINC ah negative sir

1820:20 X1786 nothing

1820:21 ARINC yeah

1820:21 X1786 all right thank you

1820:22 ARINC you're welcome

1820:56 RCA thank you for calling rockwell collins arinc direct this
call is being recorded please stay on the line for the
next available flight coordinator or press two for
general support including domestic and international
flight plan assistance press three for flight following
or press four for houston operations international trip
support

1821:28 RCA flight operations this is ryan

1821:29 X1786 ryan good afternoon this is kingsley vasquez miami center
air traffic with the f a a

1821:33 RCA hi how are you doing today

1821:34 X1786 good uh well we're trying to locate an aircraft november
two two zero november we lost communication and contact
with him i was wondering if you know if it's one of
your subscribers

1821:42 RCA uh two two zero november is not one of ours sir

1821:45 X1786 not one of yours okay do you know of any other service
that i could contact that they might work with

1821:50 RCA um (unintelligible)

1821:52 X1786 i'm trying everything i can't find the airplane

1821:54 RCA uh i can i can't i can't think of anything off the top of my head here you can try calling them their provider like universal or

1822:01 X1786 universal yeah that's (unintelligible) okay do you have their number

1822:04 RCA uh let me see if i have it here yes i have it uh eight hundred

1822:07 X1786 uh huh

1822:08 RCA two three one

1822:09 X1786 okay

1822:10 RCA five six zero zero

1822:12 X1786 all right thank you very much

1822:13 RCA you're welcome sir bye bye
1823
1824
1825

1825:10 UNIV universal weather and aviation this is renee

1825:12 X1786 universal good afternoon this is kingley vazquez i'm an operations supervisor at the f a a miami center we're looking for an aircraft november two two zero november

1825:21 UNIV oh okay do you know by chance what team they would have put him on

1825:24 X1786 i don't even know if he's a subscriber with universal but i i need to find out if you could look it up for me

1825:29 UNIV okay let me let me go ahead and send you to flight planning and they'll be able to help you

1825:33 X1786 okay

1825:34 UNIV thank you

1825:45 UNIV flight planning this is macon can i help you

1825:47 X1786 macon good afternoon this is uh kingsley vasquez from the
f a a miami center i'm looking for an aircraft november
two two zero november

1825:54 UNIV okay

1825:55 X1786 i don't know if he's a subscriber with universal could you
1826 please find out

1826:07 UNIV november two two zero november no sir we do not provide
services to that aircraft

1826:11 X1786 okay do you know of any other companies that i could call
and try and locate who who does the flight tracking for
them

1826:17 UNIV uh uh i mean it it just depends i mean eh who's the
aircraft registered to i mean would their i mean

1826:22 X1786 it's probably it it appears that it's uh uh just a private
operator it's a m u two so it's not a small airplane

1826:29 UNIV um

1826:30 X1786 i would imagine that somebody would would do their flight
planning for them

1826:36 UNIV maybe rockwell collins

1826:38 X1786 i tried that okay that's a good guess any anything else

1826:41 UNIV uh well let's see who else is rockwell collins you know
but they're going to be be the other big one yeah so

1826:46 X1786 i tried rockwell i tried honeywell it tried satcom

1826:50 UNIV arinc direct

1826:51 X1786 i tried arinc

1826:53 UNIV um wow no i'm i'm running out there

1826:58 X1786 (unintelligible) u u universal of course you guys are
pretty big as well

1827:03 UNIV uh let's see um hang on just a sec

1827:05 X1786 i tried n b a a just in case

1827:18 UNIV hang on just a sec

1827:41 UNIV um i mean the only other one i can think of and yeah we
kind of put our heads together uh other than what you've
already checked would be like colt international or
something like that

1827:48 X1786 okay do you have their number

1827:49 UNIV yeah uh hang on just a second let me get their ops phone
number uh it's two eight one

1827:54 X1786 he wasn't involved two eight one

1827:56 UNIV two eight zero

1827:58 X1786 two eight zero

| | | |
|---------|-------|--|
| 1827:59 | UNIV | twenty one hundred |
| 1828:00 | X1786 | twenty one hundred |
| 1828:01 | X1786 | thank you very much i appreciate it |
| 1828:02 | UNIV | no problem at all bye bye |
| 1828:02 | X1786 | (unintelligible) |
| 1828:22 | COLT | good afternoon world fuel colt this is julie how may i direct your call |
| 1828:26 | X1786 | julie good afternoon this is kingsley vazquez uh with miami center at the f a a i'm looking for an aircraft november two two zero november and i don't know if he's a subscriber with your service can you please find out |
| 1828:37 | COLT | um i'm not in the flight ops department but i'll direct you there one moment please |
| 1828:40 | X1786 | thank you |
| 1828:41 | COLT | certainly |
| 1828:57 | COLT | hello world fuel colt this is michael how can i help you |
| 1829:00 | X1786 | michael good afternoon this is kingsley vasquez from miami center at the f a a |
| 1829:03 | COLT | yes |
| 1829:03 | X1786 | i'm looking for an aircraft november two two zero november i don't know if he's a subscriber of your service i need to get in contact with the aircraft |

1829:12 COLT hum i don't know if we're doing any active trips on that
now bear with me let me see if i can find anything

1829:21 COLT uh are you trying to get them in the airplane itself or
just uh the operator or what what's it in reference to

1829:26 X1786 well whatever information you have do do they subscribe
with you

1829:30 COLT (unintelligible) no sir under sure i understand when you
say do they subscribe with me

1829:35 X1786 well some some operators will use uh a flight plan service
or fuel service somebody to do their flight planning for
them

1829:42 COLT right so that was november two two zero november

1829:45 X1786 that's correct

1829:46 COLT i don't show that we've done any active trips on that tail
number sir

1829:49 X1786 nothing

1829:50 COLT nothing

1829:50 X1786 do you have any contact information

1829:52 COLT i don't because they aren't somebody that we do services
for

1829:55 X1786 okay i understand thank you

1829:57 COLT yes sir thank you
1830
(1831-1929)

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1930

1930:55 X1786 ocean planchon

1930:56 WSIC hey frenchy try to pull e l ts in that area all right

1930:58 X1786 okay

1930:59 WSIC bye bye

1931:00 X1786 bye

1932

(1933-1954)

1955

1955:04 X1786 ocean planchon

1955:06 WSIC you got any uh e l ts

1955:08 X1786 uh they're still writing them down but uh so far they've all been negative

1955:10 WSIC all right thanks

1955:11 X1786 all right

1956

1957

1957:46 WSIC miami center watch desk dean logvin

1957:48 X1786 hey it's ryan they've only had three progress that area they've all been high altitude thirty four and thirty six and they've all been negative so i'm still working on getting two more for you

1957:56 WSIC all right man thanks

1957:57 X1786 all right

1957:57 WSIC bye

1958

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(1959-2027)
2028

End of Transcript



Federal Aviation Administration

Memorandum

Date: August 02, 2017

To: Aircraft Accident File ZMA-ARTCC-0362


From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) WSIC OM position for the time period from May 15, 2017, 1707 UTC, to May 15, 2017, 2251 UTC.

| Agencies Making Transmissions | Abbreviations |
|---------------------------------------|---------------|
| Miami ARTCC, Watch | WSIC |
| Supervisor-in-Charge | |
| Miami ARTCC Ocean Area Supervisor | X1786 |
| Desk, Telephone Extension 1786 | |
| Miami ARTCC, Air Traffic Manager | ATM |
| Miami ARTCC, Flight Data | FD |
| Federal Aviation Administration, | ROC |
| Eastern Service Area, Regional | |
| Operations Center | |
| Federal Aviation Administration, | QCG |
| Eastern Service Area, Quality Control | |
| Group | |
| Unknown Agency | UNK |
| Miami ARTCC Training Support | X1792 |
| Specialist Desk, Telephone Extension | |
| 1792 | |
| United States Coast Guard, District | USCG |
| Seven Command Center | |
| Miami ARTCC Support Manager, Quality | QCSM |
| Control | |
| Federal Aviation Administration, | F11 |
| Central Florida TRACON, Orlando, FL | |
| Jacksonville ARTCC, Watch | ZJX |
| Supervisor-in-Charge | |
| Miami ARTCC Coastal Area Supervisor | X1783 |
| Desk, Telephone Extension 1783 | |
| Miami ARTCC Atlantic Area Supervisor | X1784 |
| Desk, Telephone Extension 1784 | |
| United States Air Force, Rescue | RCC |
| Coordination Center | |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1707
(1708-1736)
1737

1737:28 WSIC miami center watch desk ausby

1737:31 X1786 mister ausby i lost communication and the target on
november two two zero november at sector fifty eight

1737:38 WSIC two two zero november sector fifty eight all right let me
know if you get him back but just let me verify november
two two zero november on fifty eight

1737:48 X1786 yeah if you quick look sector fifty eight i should be
seeing him on radar but i don't have communication and i
don't have a target either

1737:54 WSIC okay

1737:55 X1786 okay

1737:55 WSIC all right thank you

1737:56 X1786 all right

1738
1739
1740

1740:32 WSIC you got him

1740:33 X1786 no

1740:34 WSIC no

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1740:34 X1786 and i'm concerned about this guy call somebody in the front

1740:37 WSIC all right

1740:37 X1786 uh the o m

1740:38 WSIC all right okay

1740:39 X1786 whoever you have

1740:39 WSIC all right

1740:40 X1786 tell him to come down to the area

1740:41 WSIC all right
1741

1741:41 ATM hello

1741:42 WSIC hey jan

1741:43 ATM yes

1741:43 WSIC there's a situation down in the uh uh ocean area they lost an aircraft radar and radio contact last showing at flight level two four zero and kingsley told me to get an o m but i can't find an o m so

1741:54 ATM i'll get

1741:54 WSIC i called

1741:55 ATM i'll get jeff okay bye

1741:56 WSIC okay thanks
1742

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(1743-1750)

1751

| | | |
|---------|------|---|
| 1751:27 | FD | flight data |
| 1751:28 | ATM | hey this is jan who's this |
| 1751:29 | FD | hey it's robert jan |
| 1751:31 | ATM | hey robert i'm going to have to get you uh an alerfa here shortly if you can come out or i'll bring it back uh we need one put out pretty quickly |
| 1751:39 | FD | okay ah uh all right i can come out |
| 1751:41 | ATM | all right thanks |
| 1751:42 | FD | all right bye |
| 1751:56 | ROC | f a a operations chris |
| 1751:59 | WSIC | chris jeff at miami center calling you to let you know we're putting out an alnot on an aircraft that we lost radar and radios with |
| 1752:08 | ROC | over the ocean huh |
| 1752:09 | WSIC | yes um call sign's november two two zero november |
| 1752:13 | ROC | hold on (unintelligible) november |
| 1752:16 | WSIC | two two zero november |
| 1752:18 | ROC | all right |
| 1752:19 | WSIC | it's an m u two slash golf it was out of borinquen t j b q |

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1752:25 ROC i tell you what before we go any farther go ahead and put the alnot out

1752:28 WSIC i got somebody else working on it

1752:29 ROC and i'm going i tell you what i'm going to go ahead bring up bring up uh q c g then

1752:33 WSIC okay
1753

1753:28 ROC morrow on and miami center and miami center's going to tell us about an alnot that he they're about to put in or somebody's putting in

1753:33 QCG okay go ahead chris you take it or uh i'll do my best (unintelligible)

1753:38 WSIC okay this is jeff down at miami center

1753:40 QCG hey jeff how you doing

1753:42 WSIC doing all right we've lost radio and radar contact with a mitsubishi m u two

1753:47 QCG all right just give me a second (unintelligible) okay an m u two okay

1753:53 WSIC call sign is november two two zero november

1753:58 QCG two two zero november

1754:00 WSIC the aircraft is out of t j b q i believe that's borinquen

1754:04 QCG (unintelligible) t j b q okay

1754:10 WSIC going to titusville tango india xray

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| | | |
|---------|------|---|
| 1754:13 | QCG | okay |
| 1754:14 | WSIC | he was level at twenty four thousand feet when we lost radar and radios i think we lost them simultaneously but i'll have to verify that um |
| 1754:24 | QCG | do you have a time on that do you know |
| 1754:27 | WSIC | i'm ask hold on a second do i have an exact an exact time when you got the call |
| 1754:32 | UNK | i got the call from kingsley about seventeen thirty nine |
| 1754:35 | WSIC | seventeen thirty nine from the area |
| 1754:38 | QCG | seventeen thirty nine okay |
| 1754:43 | WSIC | so what we have the alnot's in eh about to go out to our flight data and |
| 1754:48 | QCG | okay |
| 1754:48 | WSIC | uh we'll be calling the coast guard cause he was over water and we have an icing report for an aircraft that was in the vicinity at flight level two five zero i think it was minus twenty three but that's all that we have out there it was light icing |
| 1755:01 | QCG | okay do we have a um do we have a lat long position |
| 1755:04 | WSIC | i do and where did i just set it |
| 1755:07 | ROC | you're going to put it in the alnot aren't you jeff |
| 1755:09 | WSIC | yeah it'll be in the alnot |

1755:10 ROC okay and and um

1755:11 WSIC do you want it

1755:14 ROC uh well if you're going to put it in the alnot do i need it johnny

1755:16 QCG nah no that's that's just (unintelligible)

1755:18 ROC okay yeah yeah just and um the beacon code you got that too

1755:23 WSIC uh let me pull that up out of falcon here beacon code was is where is it six six three six

1755:34 ROC all right do we need anything else johnny

1755:39 QCG no not is this jeff eastlick

1755:41 WSIC sure is

1755:41 QCG hey how are you doing

1755:42 WSIC is this johnny morrow

1755:43 QCG oh yeah i got the on call today thanks

1755:46 WSIC all right

1755:46 QCG no i'm just messing with you no there's nothing we can do uh you guys sound like you have it under control so just

1755:51 WSIC okay

1755:51 QCG put out the alnot uh you know we'll do the uh r c c

nothing from the pilot though no no maydays or squawks or anything

1756:00 WSIC i haven't had a chance to listen to the audio yet but uh i haven't been apprised of anything like that

1756:05 QCG okay all right well let's yeah just get the alnot out and we'll go from there

1756:08 WSIC all right we'll hope for the best and we'll contact you with anything we have

1756:11 QCG all right thank you

1756:11 WSIC all right

1756:12 ROC hey jeff thanks a lot talk to you later

1756:13 WSIC you're welcome bye

1756:14 ROC bye
1757

1758
1758:19 WSIC watch desk giovanni

1758:21 UNK yo

1758:22 WSIC what's up (unintelligible)

1758:22 UNK yo yo

1758:23 WSIC what's up man

1758:24 UNK who's got the desk other than you

1758:26 WSIC uh i'm up here right now with jeff and jan cause they we

think we lost an aircraft so we're kind of working that
right now

1758:32 UNK okay then

1758:33 WSIC okay

1758:33 UNK no problem i'll just be a few minutes cause i'm backed up
on the palmetto so i'll just be a few minutes
(unintelligible)

1758:36 WSIC okay no problem

1758:37 UNK all right man

1758:38 WSIC all right bye

1759

1800

1801

1801:29 X1792 dave mosier

1801:30 WSIC dave it's jeff down at the desk got something you for you
to do urgently

1801:33 X1792 okay um can uh you give me about ten minutes here

1801:37 WSIC nope

1801:38 X1792 oh

1801:38 WSIC aircraft accident

1801:39 X1792 oh

1801:39 WSIC search and rescue i got a lat long on falcon at twenty
five dot seventy twenty five dot twenty one by seventy
five dot sixty five and i need to convert that into the

uh

1801:53 X1792 north uh or rather um degrees minutes seconds

1801:56 WSIC yes sir

1801:57 X1792 okay give me about twenty seconds sir

1801:59 WSIC call me right back when you got it

1802:01 X1792 okay bye

1802:06 WSIC watch desk jeff

1802:07 ATM hey jeff have uh giovanni or somebody get flight plan information if we can number of people on board etcetera

1802:13 WSIC yep okay will do

1802:41 WSIC watch desk giovanni

1802:42 X1792 uh yeah david the coordinates for you

1802:44 WSIC yes yes sir

1802:45 X1792 two five two one north

1802:46 WSIC two five

1802:46 X1792 seven five six five west equates to two five degrees twelve minutes thirty six seconds north

1802:55 WSIC all right hold on two five minutes say again

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| | | |
|---------|-------|---|
| 1802:57 | X1792 | two five degrees |
| 1802:59 | WSIC | all right two five degrees uh huh |
| 1803:00 | X1792 | twelve minutes thirty six seconds north |
| 1803:03 | WSIC | thirty six seconds north okay |
| 1803:07 | X1792 | seven five degrees three nine minutes zero seconds west |
| 1803:11 | WSIC | zero seconds west okay got it |
| 1803:15 | X1792 | all right |
| 1803:16 | WSIC | all right |
| 1803:16 | X1792 | bye |
| 1803:34 | FD | flight data |
| 1803:35 | WSIC | hey this is the watch desk i got some updated uh lat longs for you |
| 1803:40 | FD | okay |
| 1803:41 | WSIC | all right i got two five uh i got two five two one north |
| 1803:44 | FD | two five two one north |
| 1803:46 | FD | seven five six five west |
| 1803:47 | WSIC | seven five six five west |
| 1803:49 | WSIC | and uh he said it equivalent to twenty five degrees um or |

twenty five do you need all that or you just need the two
five two one north and seven five six five

1803:56 FD that that that's fine

1803:58 WSIC okay

1803:58 FD and then that was that that's what

1804:00 WSIC that's the last known uh position

1804:01 FD the last known position

1804:02 WSIC yeah uh hum

1804:03 FD all right do you want me to also throw in there the the
speed and the altitude of the guy i mean

1804:08 WSIC um if you have it

1804:10 FD well i mean other than what's in the system three hundred
and two four zero

1804:13 WSIC yeah i guess that would be good for now that's good for
now as long as you got the uh coordinates i guess you
what i'm saying the lat longs should be good

1804:19 FD oh okay so yes or no on the uh the speed and altitude

1804:21 WSIC no i said yes yes go ahead put that in there

1804:23 FD sounds good

1804:24 WSIC all right

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1804:24 FD all right bye

1804:25 WSIC j b

1804:48 WSIC miami center watch desk giovanni

1804:49 FD hey uh do you guys have the uh phone number of the pilot

1804:52 WSIC we're looking up that right now

1804:53 FD i have it i have it for you if you want it

1804:55 WSIC okay and i see jeff's writing something down too but i'm going to take it from you too just in case

1804:59 FD okay [REDACTED]

1805:01 WSIC hold on brother let me all right [REDACTED]

1805:03 FD [REDACTED]

1805:04 WSIC uh huh

1805:05 FD [REDACTED]

1805:07 WSIC you don't have a name or anything do you

1805:08 FD uh nathan ulrich

1805:11 WSIC okay yeah that's what he has too okay brother

1805:13 FD all right man

1805:14 WSIC thank you j b

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| | | |
|-----------------|------|--|
| 1805:14 | FD | yep bye |
| 1805:14 1806 | WSIC | all right |
| 1806:35 | USCG | coast guard seventh district lieutenant walker how can i help you |
| 1806:36 | WSIC | hey coast guard this is giovanni bryant down at miami center how you doing |
| 1806:39 | USCG | uh doing well |
| 1806:40 | WSIC | hey we're looking for an aircraft that uh is possibly uh missing and we have some uh coordinates for you if you could uh take those down and see what you can find out for me and give you these |
| 1806:50 | USCG | okay uh you're calling from where |
| 1806:52 | WSIC | miami center |
| 1806:54 | USCG | all right eh uh are the coordinates over land or water |
| 1806:57 | WSIC | over water |
| 1806:59 | USCG | all right and what are they |
| 1807:00 | WSIC | uh two five two one north |
| 1807:02 | USCG | two five two one north |
| 1807:05 | WSIC | seven five six five west |
| 1807:10 | USCG | okay |
| 1807:11 | WSIC | and the aircraft was last observed i think at about flight |

level two five zero and they lost i think like two four zero when they lost radio and radar

1807:18 USCG okay hold on so that two five zero was that the altitude

1807:21 WSIC uh yeah two five zero or they uh at two at two four flight level two four zero's when they lost radio and radar contact at flight level two four zero

1807:28 USCG all right so at at two four zero they lost

1807:31 WSIC radio and radar contact

1807:37 USCG all right and at two five zero

1807:40 WSIC uh jeff it was twenty four they lost him right on radio and radar

1807:43 QCSM he was level at twenty four thousand

1807:44 WSIC yeah twenty four nothing at twenty five sir just twenty four

1807:47 USCG so at twenty four thousand

1807:48 WSIC yes sir

1807:50 USCG uh all right is this a commercial plane or a passenger

1807:52 WSIC it's a uh it's a it's a general aviation plane

1807:55 USCG general you guys have any information on who was on board

1807:58 WSIC uh i got a pilot's name i got the type aircraft um

1808:02 QCSM four souls on board

1808:03 WSIC there's four we were told there were four souls on board i
can give you all that if you need it

1808:08 USCG just let me plot this right quick

1808:09 WSIC okay bro
1809

1809:20 USCG okay i have that plotting um east of the bahamas is that
is that correct

1809:24 WSIC um yes

1809:27 USCG okay um is there a description of the plane

1809:30 WSIC um all i know it's a i don't have a description oh yeah
it's white green silver and there were four souls on
board and it's a uh m u two is the type aircraft

1809:43 USCG m u two

1809:44 WSIC yes sir white green and silver (unintelligible)

1809:46 USCG would that be a roman numeral two or the number two

1809:48 WSIC uh the number two mike uniform number two

1809:51 USCG okay uh and what time like are are these guys overdue or

1809:57 WSIC um they lost contact with him roughly about seventeen
thirty nine and uh no they're not they're not overdue
just yet

1810:10 USCG okay so what time are they due and and where were they
going

1810:12 WSIC well they're going to titusville so they were due over
over a the piper waypoint

1810:16 USCG wait wait i'm sorry uh titusville

1810:17 WSIC yeah titusville

1810:18 USCG and where's that

1810:19 WSIC it's up uh just south of orlando

1810:24 USCG okay and what time

1810:25 WSIC uh they were due over the piper waypoint at eighteen
thirty three but i i don't have any e t a for titusville
just yet

1810:34 USCG so due in titusville at uh i'm sorry uh at what time again

1810:37 WSIC okay i don't have e t a for titusville but their next
waypoint would have been the piper intersection at
eighteen thirty three which is roughly about twenty
minutes from now

1810:44 USCG okay have they been making their track here roughly

1810:47 WSIC uh we don't have them the last hit we got was at uh
seventeen thirty

1810:54 USCG okay and and were there any waypoints between seventeen
thirty and eighteen thirty three

1810:58 WSIC um

1810:59 USCG were there any scheduled waypoints

1811:01 WSIC well piper intersection would be next after that but we don't have anything after that

1811:05 USCG and the pipers intersection is that the one at eighteen thirty three

1811:08 WSIC that's where they were estimated at eighteen thirty three over the piper intersection but uh

1811:11 USCG okay are you saying

1811:11 WSIC our our last hit was at seventeen thirty

1811:14 USCG all right so you just bear with me i don't understand how how flights work so

1811:17 WSIC okay

1811:17 USCG so i'm saying uh are you guys expecting a hit in twen in twenty or so minutes

1811:23 WSIC yeah we would expect him we would expect him over the piper intersection at eighteen thirty three right

1811:28 USCG okay and and and were there any waypoints in between the pipers uh waypoint and and their last waypoint

1811:35 WSIC um no

1811:38 USCG okay got it all right so i'm i'm tracking now

1811:40 WSIC okay

1811:41 USCG all right uh all right well definitely um uh call us back if you guys don't have a check in um roughly at around that eighteen thirty three time

1811:50 WSIC okay and so you guys got you guys got the plotting and everything on your end right for (unintelligible)

1811:55 USCG i mean i mean i i don't know like what more we can do right now un until eighteen thirty three cause see if if they're going to check in like roughly around the time because if if there's no scheduled waypoints uh between their last check in point to the titusville i mean like i took the report

1812:10 WSIC right

1812:10 USCG but eh uh right now we're in what we call here um uh alert phase

1812:14 WSIC uh huh

1812:15 USCG so we're not in the distress phase yet because these guys aren't they never they're not overdue yet i'm i'm trying to just just just

1812:22 WSIC yeah yeah

1812:22 USCG put that out for you

1812:23 WSIC yah then like i say what we show here like i said at seventeen thirty though we don't show any more track you know any more tracking on him that's what our concern is down here you know what i'm saying

1812:31 USCG all right so let me clarify my er earlier question

1812:33 WSIC okay

1812:33 USCG are you guys able to see an active track uh or do you see a track upon each waypoint check in

1812:38 WSIC well the last the last track that we see in our system is

at seventeen thirty and that's it

1812:43 USCG is is

1812:43 WSIC we don't see

1812:43 USCG that a continuous track though is that's what i'm asking

1812:47 WSIC eh uh do you mean (unintelligible)

1812:48 USCG like

1812:49 WSIC along his

1812:49 USCG prior

1812:49 WSIC along his flight plan

1812:50 USCG yeah prior to that last

1812:51 WSIC yes

1812:51 USCG check in is it is it continuous

1812:52 WSIC yes

1812:53 USCG or uh is

1812:54 WSIC yes

1812:54 USCG or or does it ping

1812:55 WSIC no

1812:55 USCG at every waypoint

1812:55 WSIC it it's like a continuous track

1812:57 USCG okay okay got it

1812:58 WSIC and then it drops off at seventeen thirty then we don't
get anything else after that

1813:02 USCG all right well that that's that's

1813:03 WSIC (unintelligible)

1813:03 USCG a better picture now

1813:04 WSIC okay gotcha

1813:06 USCG all right uh and who have you guys been talking to

1813:09 WSIC uh thirty nine yeah we've been talking to as far as as as
far as who

1813:14 USCG has has someone called has someone called like called it
in or is it just

1813:17 WSIC yeah we're in the

1813:17 USCG strictly from the

1813:18 USCG yeah we're

1813:18 USCG from the radar

1813:19 WSIC we're in we got we were notified by one of our sectors and
then we started making our notifications which in which

includes you and you know our and our rescue center and
all that and so forth

1813:28 USCG okay okay all right so let us know um in about uh eighteen
minutes or so okay

1813:36 WSIC okay

1813:37 USCG okay thank you so much bye bye

1813:38 WSIC j b

1814

(1815-1828)

1829

1829:15 WSIC miami watch desk jeff

1829:16 F11 hey jeff this is uh brad at orlando tracon

1829:18 WSIC yeah

1829:19 F11 uh i just spoke with dean he was giving us information on
that two two zero november

1829:22 WSIC yes

1829:23 F11 and there's we got some conflicting information on our
side from different sources is what's his type

1829:27 WSIC it's an m u two

1829:29 F11 he's a m u two so it's a mitsubishi okay

1829:31 WSIC yeah

1829:31 F11 all right and you lost him at twenty four

1829:33 WSIC yes we lost radar and radio contact and haven't heard from him since

1829:38 F11 okay perfect thanks

1829:38 WSIC all right bye

1829:40 F11 all right bye

1829:42 WSIC miami center watch desk jeff

1829:44 ROC hey jeff i've got johnny morrow back on

1829:47 WSIC oh hey johnny

1829:48 QCG hey jeff uh

1829:48 WSIC yeah

1829:49 QCG uh chris bishop's on here with me too uh so the the (unintelligible) well the woc uh hang on a j i would like to do an s r t for this at about four thirty eastern you guys think you could be uh prepared to do one by then

1830:05 WSIC uh um we don't know if it's a confirmed accident yet

1830:09 QCG no i i understand but but they're so and i can tell them that uh i'm with you that's what i i told them but andy johnson as well the you lost radar and radio at flight you know flight level two four zero and there's icing reports so anyway so we can look at this again if when we get some more information from the search and rescue folks

1830:31 WSIC okay

1830:32 QCG but kind of plan for you know four thirty if you can't be

ready you can't be ready i mean you know that's pretty quick

1830:39 WSIC (unintelligible) yeah that's very quick um

1830:41 QCG they want to do it so they can get out of there you know before five i guess

1830:45 WSIC uh

1830:46 QCG (unintelligible) you know anyway so here's what i would ask can you get your staff to make sure that any active sigmets or weather plots or hiwas alerts were broadcast and if they got them you know the paper copy for the sector you know got them because that's going to be the first thing a j i is going to you know is going to want to know

1831:08 WSIC okay i'll see what i can collect on that front um could if you could hold just a second i want to check what this aircraft's e t a was at uh at the destination i'm not even sure he's supposed to be there yet

1831:21 UNK (unintelligible)

1831:23 WSIC no at his destination yeah can you bring it up there you want to hold on for just a second

1831:29 QCG jeff yeah whatever you need you know we're here to support you

1831:33 WSIC okay hang on (unintelligible)
1832

1832:01 WSIC okay i'm looking at the what we have up on the t s d and it looks like he's supposed to be there in about i don't know twelve to fifteen minutes

1832:12 QCG yeah but i mean he you would have still been able to track him on radar right

1832:16 WSIC well we don't have primary out in the ocean

1832:19 QCG (unintelligible)

1832:20 WSIC so he was out uh oh gosh he was probably southeast of
nassau maybe i don't know seventy or eighty miles

1832:30 QCG okay was there was isn't there some weather out there too

1832:33 WSIC um let's see what i'm showing i see well we don't have
nexrad out there but uh on the satellite there there
there's some some clouds showing um

1832:44 QCG probably what that icing is coming from i i would guess

1832:48 WSIC uh

1832:49 QCG i'm showing some high cirrus clouds out there

1832:52 WSIC right

1832:53 QCG i don't know how high they are

1832:55 WSIC let's see

1832:55 QCG (unintelligible) but no real weather
1833

1833:01 QCG all right so you you're not i mean how shouldn't he be
back in radar contact by now though

1833:08 WSIC well uh like i said (unintelligible) there's a lot of
things that could have happened if he if he lost his
transponder or if he lost electrical he might have
descended he might have gone down low we wouldn't have
been able to track him until he was fairly close to the
coast as a primary um

1833:25 QCG all right i think

1833:26 WSIC we called amoc to see if they could see anything out there
at the time that looked unusual they said no

1833:33 QCG okay

1833:34 WSIC um

1833:34 QCG all right

1833:34 QCG so

1833:35 WSIC but

1833:36 QCG oh uh i'll let you get back gathering this stuff just you
know worst case scenario and so for right now we're we're
not going to be able to do this s r t at four thirty is
what you're telling me cause we're not confident we we've
actually lost the aircraft

1833:49 WSIC (unintelligible) no all i can say with some assurance here
is we lost radio and we lost radar

1833:54 QCG okay

1833:54 WSIC i don't know if we have an aircraft in the water or not

1833:56 QCG that's what we told a j i

1833:58 WSIC right

1833:58 QCG all right so i'm gonna i'm gonna call titusville

1834:01 WSIC yeah we already did that we let them know

1834:03 QCG you already did that

1834:04 WSIC yeah

1834:04 QCG so they're on the lookout for him

1834:05 WSIC so is f eleven

1834:07 QCG so is f eleven well it looks like you're you're ahead of the game okay i will you know we just i'm with you

1834:13 WSIC all right well i'm going to talk to uh i'll talk to the uh a t m just to let her know that they're looking at a sert

1834:21 QCG yeah

1834:21 WSIC and and i'll go get uh try to gather that weather data and see if anybody or if that see if we uh had to initiate anything at the sector

1834:30 QCG yeah and you know make sure that they broadcast the weather you know the alert that came out at the you know that you know if you can if you got time to do it or if you got staff that can do that you know i mean i understand but that's a big deal here lately uh because of that you know that accident at birmingham so

1834:44 WSIC yeah

1834:44 QCG i want to make sure you guys are covered

1834:46 WSIC okay i'm seeing one c w a c w a two zero one from miami center

1834:50 QCG okay

1834:51 WSIC and it said it was valid until nineteen twelve i'm not

sure let me see what time this went out it went out at
seventeen twelve so that would have been in effect i be
yeah it would have been in effect

1835:04 QCG (unintelligible)

1835:04 WSIC uh

1835:05 QCG okay if we end up doing an s r t make sure that you uh got
all that so uh that uh they couldn't bust the people for
not knowing that stuff um i'm you know make sure you had
a heads up that you did know about it

1835:18 WSIC yeah

1835:19 QCG ah let's see anything else you can think of there chris

1835:22 QCG (unintelligible)

1835:23 QCG uh have you had a chance to listen to the tape

1835:25 WSIC no i've not had a chance to listen to the tape yet

1835:28 QCG i'll give you a let me call you back in about thirty
minutes i guess we're going to have a long day you know

1835:32 WSIC (unintelligible) all right johnny

1835:33 QCG all right hey jeff if uh you got a (unintelligible) can i
just call your direct number there or do you want me to
go through the

1835:38 WSIC no i should be upstairs in my office at uh fifteen thirty
five that's my direct

1835:43 QCG all right thanks jeff appreciate it

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1835:45 WSIC all right we'll talk soon

1835:46 ROC hey hey johnny just go ahead and go through the roc cause
uh we got to keep uh n t s b abreast of this cause we
need to monitor this

1835:53 QCG hey well never mind we'll go through the roc we'll just
call we'll just call jeff's direct number there chris

1835:58 ROC all right thanks

1835:59 QCG all right bye

1836:00 QCG thanks jeff

1836:00 WSIC bye bye

1836:01 WSIC all right bye
1837
(1838-1841)
1842

1842:44 WSIC miami center watch desk ed

1842:46 ZJX hey ed evan darby jacks center

1842:47 WSIC hey

1842:48 ZJX hey i got this uh alnot from you guys november two two
zero november

1842:51 WSIC correct

1842:52 ZJX i went through and looked and and we don't have anything
but a flight plan you sent us on him coming into t i x

1842:57 WSIC correct

1842:58 ZJX um what's going on is there

1843:00 WSIC don't have any other information other than we lost him on radar and radio

1843:04 ZJX oh so

1843:04 WSIC uh

1843:05 ZJX you were actually working him

1843:06 WSIC yes around about seventeen thirty somewhere down by the eleuthera islands and governor harbour somewhere in that vicinity

1843:12 ZJX so you have radar down there

1843:13 WSIC he was radar down there then we lost him and uh

1843:15 ZJX (unintelligible)

1843:16 WSIC um that's all we know i mean if he had some electrical there are some islands around he could have landed but we just hadn't heard anything yet we got in touch with the bahamian government to check you know called made all the appropriate phone calls there was an aircraft that flew over the top of him at twenty five said he had some uh icing but that doesn't mean there was at twenty four so uh that's all i could tell you at the moment

1843:39 ZJX all right well we've looked at everything we can look at on him i was just looking for some other information

1843:44 WSIC okay

1843:44 ZJX and if i get anything i'll let you know sir

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| | | |
|---------|-------|--|
| 1843:46 | WSIC | roger that thank you |
| 1843:46 | ZJX | bye |
| 1843:47 | WSIC | bye |
| 1844:39 | X1783 | coastal |
| 1844:40 | WSIC | all right that we we're supposed to still be blocking that airspace below him |
| 1844:43 | X1783 | (unintelligible) |
| 1844:43 | WSIC | twenty four so they never should have been moving targets they should have stayed where it was at |
| 1844:48 | X1783 | well |
| 1844:48 | WSIC | whoever had it |
| 1844:48 | X1783 | well we we we got it we got it from somebody who was moving it already so |
| 1844:51 | WSIC | who who |
| 1844:51 | X1783 | hey atlantic |
| 1844:52 | WSIC | who who handed him off to you atlantic |
| 1844:53 | X1783 | yeah |
| 1844:54 | WSIC | where at twenty one |
| 1844:55 | X1783 | uh i |

1844:56 WSIC they never should have done that

1844:57 X1783 yeah exact it was some hold on let me uh

1845:00 WSIC find out because we're still protecting for that airspace

1845:02 X1783 hold on hold on hold on hold on hold on i'm going to call
you back

1845:05 WSIC all right

1845:41 WSIC watch desk ed

1845:42 X1784 what's up boss

1845:43 WSIC all right that target should have stayed we're still
protecting below we're still protecting the airspace up
under that just in case cause i just spoke with uh jeff
cause uh o j came up here showed it to him i said well
why you moving him they had him

1845:55 X1784 oh they did a c t in the ocean they did uh a coast c t so
that it moved

1846:00 X1784 to where he should have been for what they do when they
when the grand turk radar goes down

1846:00 WSIC right

1846:03 WSIC yeah

1846:04 X1784 yeah that's what they coast c t him cause the computer
calculates

1846:07 WSIC right

1846:07 X1784 at his rate of speed where he should be at so that

1846:09 WSIC where he should be yeah but eh we still should be protecting just in case up under it is that the briefing you got

1846:17 X1784 no what i got was protect uh either side non radar

1846:21 WSIC okay

1846:21 X1784 to where the coast track was

1846:22 WSIC oh okay

1846:23 X1784 so what we did was as the aircraft were descending into the different airports we stopped them at twenty five

1846:28 WSIC excellent

1846:28 X1784 or we headed them we hurried them up to twenty three

1846:31 WSIC okay

1846:32 X1784 twenty to thirty miles north of the track and then once the track is due to leave our airspace we protect another thirty miles behind at this point we're not protecting for anything cause by time he should have been out of our airspace already

1846:43 WSIC ah okay all right all right cause i just wanted to make sure everybody's on the same sheet of music

1846:46 X1784 yep

1846:46 WSIC cause o j came up here going hey this guy and i'm going last last briefing i got was was we were supposed to be protecting for him

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1846:52 X1784 yeah well the procedures at the airport that the aircraft
is due to land those are different that's

1846:58 WSIC right

1846:58 X1784 why you've got to wait the thirty minutes and look for
pilot reports

1847:00 X1784 and all that

1847:00 WSIC right

1847:01 WSIC okay

1847:01 X1784 and you got to get permission if going there from thirty
(unintelligible)

1847:03 WSIC sure

1847:03 X1784 thirty minutes out or

1847:05 WSIC or further than that

1847:05 X1784 yeah

1847:06 WSIC got it

1847:07 X1784 yeah

1847:07 WSIC oh okay thanks bye bye
1848
(1849-1858)
1859

1859:15 WSIC miami center watch desk ed can i help you

1859:17 ROC hey this is chris

1859:18 WSIC hey chris

1859:19 ROC chris at the regional office (unintelligible)

1859:21 WSIC (unintelligible) uh hum

1859:21 ROC uh they were talking uh i got chris bishop and uh johnny
morrow who want to talk to i believe jeff easley if he's
available

1859:26 WSIC oh jeff eastlick

1859:28 ROC yeah

1859:28 WSIC give him uh five minutes he should be back in his office
cause he was he just left out of the control room

1859:38 ROC okay all right

1859:39 WSIC i could page him and have him come back

1859:41 ROC um stand by

1859:44 ROC hey chris uh he just walked out he's going to be back in
about five minutes

1859:47 WSIC (unintelligible) if uh i tell you what uh

1859:51 QCG we'll call back in five minutes (unintelligible)

1859:52 WSIC okay cause i i'll check and see if he's going to be up in
his office

1859:55 QCG okay

1859:55 WSIC all right

1859:55 ROC all right uh i'll tell you what when you can uh just just
tell him to call the roc

1859:58 WSIC right you got it

1859:59 ROC we'll we'll patch you guys in

1900:01 WSIC okay all right bye bye

1900:01 QCG what's his office number

1900:03 WSIC oh his office number is stand by uh his last extension is
fifteen thirty five so that's three zero five seven one
six one five three five

1900:17 QCG okay thank you

1900:18 WSIC you're welcome bye bye
1901
(1902-1918)
1919

1919:46 WSIC miami center watch desk dean logvin

1919:47 RCC yes sir this is airman (unintelligible) from air force
rescue um i'm just trying to see if you all have any
additional like radar data or anything or any beacon code
or

1919:55 WSIC oh uh

1919:56 RCC or any additional info on this aircraft

1919:57 WSIC yeah sure i do all right it's uh the type aircraft a mike
uniform two

1920:03 RCC right i got that

1920:04 WSIC squawking it says his last beacon code was six six three
six

1920:08 RCC six six three six

1920:10 WSIC ah i don't know what else you need well we saw him at
twenty four thousand feet was the last time we saw him

1920:16 RCC okay what and what time was that

1920:18 WSIC ah hold on a minute guy i'm looking uh i'm looking for the
report i'm not the one that did it and i'm just picked up
the phone for the guy that's normally here

1920:30 RCC all right

1920:30 WSIC hold on i got it right here just give me a second if you
don't mind

1920:33 RCC uh hum

1920:34 WSIC notification and all right that's why it's not on my sheet
here can i call you back with that one

1920:50 RCC uh yes sir

1920:51 WSIC all right what else do you need

1920:52 RCC uh like i say any uh maybe radar data you all had
beforehand but we're going to try to use some additional
radar data

1920:59 WSIC okay

1920:59 RCC and um let's see that we already gave them the beacon code just trying to get uh that that time if possible

1921:07 WSIC all right time lost

1921:08 RCC that um that yeah that t j b q what is that is that in the bahamas

1921:13 WSIC that's borinquen

1921:13 RCC he departed from

1921:14 WSIC yeah

1921:16 RCC what's the name of it

1921:17 WSIC borinquen

1921:18 RCC borinquen

1921:18 WSIC yeah

1921:19 RCC and that's in the bahamas

1921:20 WSIC that's that's puerto rico

1921:21 RCC puerto rico

1921:22 WSIC yeah

1921:23 RCC (unintelligible) all right yeah if you got anything additional just uh give me a call back here

1921:27 WSIC all right babe i'll uh have him i'll have him call you back as soon as he gets back in all right

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1921:32 RCC all right whiskey mike

1921:33 WSIC delta lima

1921:33 RCC bye

1921:38 WSIC miami center dean logvin

1921:39 QCG hey dean this is chris bishop up at q c how you doing

1921:42 WSIC hey chris what can i do for you

1921:43 QCG uh well we're trying to trying to get this uh stuff ready for the s r t it looks like we're going to have and we just need to get back in touch and uh uh we're trying to get a hold of jeff eastlick if if if he's around we tried his office he wasn't there

1921:58 WSIC all right uh (unintelligible) well let me do this chris let me let me page uh page him real quick i'm going to park you okay i'm going to put you on hold just for a minute and i'll try to get a hold of him for you

1922:08 QCG okay thank you

1922:09 WSIC all right yeah hold on

1922:14 WSIC jeff eastlick dial the watch desk please eastlick call the watch desk please

1922:40 QCSM safety office jeff

1922:41 WSIC hey jeff i got somebody on fifteen eighty eight that wants to talk to you i'm going to transfer him to fifteen thrity five for you all right

1922:47 QCSM yep

| | | |
|-----------------------------|------|---|
| 1922:47 | WSIC | all right hey uh what time did you lose uh what time was the last transmission with this guy do you know |
| 1922:51 | QCSM | i don't know the time of the last transmission it was either well it was one of three minutes twenty eight twenty nine or thirty seventeen twenty eight seventeen twenty nine or seventeen thirty |
| 1923:00 | WSIC | all right thanks |
| 1923:01 | QCSM | bye |
| 1923:01 | WSIC | and i'm going to transfer him |
| 1923:01 | WSIC | bye |
| 1923:02 | QCSM | okay bye |
| 1923:03 | WSIC | all right sir are you still there |
| 1923:04 | QCG | yes |
| 1923:05 | WSIC | all right he's here i'm going to transfer you right now okay |
| 1923:07 | QCG | excellent thank you |
| 1924 (1925-1929) 1930 | | |
| 1930:06 | WSIC | miami center watch desk dean logvin |
| 1930:08 | UNK | hey dean they find that plane bro |
| 1930:09 | WSIC | no |
| 1930:10 | UNK | no |

| | | |
|---------|------|---|
| 1930:11 | WSIC | nope |
| 1930:12 | UNK | all right then |
| 1930:12 | WSIC | all right brother |
| 1930:13 | UNK | all all right then bro later |
| 1930:14 | WSIC | yeah |
| 1930:15 | WSIC | miami center watch desk dean logvin |
| 1930:16 | QCSM | hey dean jeff anything uh new on the uh |
| 1930:19 | WSIC | no |
| 1930:19 | QCSM | two zero november |
| 1930:20 | WSIC | no |
| 1930:21 | QCSM | okay uh do we have any active e l ts working |
| 1930:24 | WSIC | yeah they just they uh r sixty just opened one up |
| 1930:27 | QCSM | for |
| 1930:28 | WSIC | for that area |
| 1930:29 | QCSM | okay and we have any reports |
| 1930:31 | WSIC | no |
| 1930:32 | QCSM | none |

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| | | |
|-------------|-------|--|
| 1930:33 | WSIC | no |
| 1930:34 | QCSM | if you get any reports can you uh dial me up here real quick and let me know what they are |
| 1930:38 | WSIC | sure |
| 1930:38 | QCSM | any any positive reports |
| 1930:39 | WSIC | yeah yeah |
| 1930:40 | QCSM | okay |
| 1930:40 | WSIC | bye bye |
| 1930:40 | QCSM | thanks bye |
| 1930:56 | X1786 | ocean planchon |
| 1930:57 | WSIC | hey frenchy try to pull e l ts in that area all right |
| 1931:00 | WSIC | bye bye |
| 1931:00 | X1786 | okay |
| 1931:01 | X1786 | bye |
| 1932 | | |
| (1933-2036) | | |
| 2037 | | |
| 2037:32 | WSIC | miami center watch desk |
| 2037:33 | QCSM | ed |
| 2037:34 | WSIC | yes |

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2037:35 QCSM they have put our s r t on hold at least for a couple of hours

2037:40 WSIC okay

2037:41 QCSM which means that i'm not going to be doing it because i'm not going to be hanging around here until six thirty or seven

2037:45 WSIC i don't blame you yeah

2037:47 QCSM there was an accident fatal accident up in the teterboro area they're taking first

2037:50 WSIC hum okay

2037:52 QCSM so i'm going to call jan

2037:54 WSIC okay

2037:54 QCSM and i'm going to let her know they may still want to do an s r t

2037:58 WSIC okay

2037:58 QCG they may um uh if they do i don't know if she wants to handle it off site or if she's going to kick it back and put it in your hands

2038:06 WSIC okay

2038:07 QCSM either way if she puts it in your hands i will come down and bring the package and what i have uh put together so far and i'll give it to you and i'll brief you

2038:14 WSIC roger that

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2038:15 QCSM but i'll let you know one way or another

2038:17 WSIC thank you sir

2038:17 QCSM see you

2038:18 WSIC bye bye

2038:18 QCSM bye

2039
(2040-2134)
2135

2135:25 WSIC miami center watch desk this is ed

2135:28 ROC hey ed how you doing this is freddy in the roc f a a

2135:30 WSIC uh hum how you doing

2135:31 ROC i have johnny morrow i know he was talking to jeff earlier
but he wants to talk to somebody up there now

2135:36 WSIC oh okay

2135:37 ROC i have ed and uh operations (unintelligible)

2135:42 QCG hey ed johnny morrow with the q c office at the uh r o in
atlanta

2135:47 WSIC hey johnny ed wood here i'm the ops manager here this
evening

2135:51 QCG yeah hey ed uh i i hate that you've got you know all
dumped on you but you know as jeff said you know we
didn't have enough to for him to stick around so let me
tell you what we got going on

2136:00 WSIC okay

2136:01 QCG okay sir for right now a j i wants to do a s r t at eight p m eastern time on this missing two two zero november

2136:11 WSIC okay they want to do a service rendered telcon at eight o'clock

2136:14 QCG eight o'clock so that's like now the plan now i just got off the phone with the r c c

2136:19 WSIC uh hum

2136:21 QCG they said that they picked up and i guess this is from norad radio that they did a radar (unintelligible) on this and the last track they picked up was like thirty five miles east of the bahamas uh and it showed him at flight level two four zero uh the last two returns it looked like he might have been turning left

2136:43 WSIC turning around

2136:44 QCG turning to the left like maybe diverting in the bahamas

2136:47 WSIC oh okay yeah cause there there were uh there's quite a few island chains

2136:52 QCG yeah

2136:52 WSIC and um the closest one the obvious one would have been oh by oh uh to uh eleuthera where you have quite a few islands and airports and

2137:03 QCG so

2137:04 WSIC uh governors governors uh governors harbour

2137:07 QCG yeah is there any way you can get a hold of the bahamas and see if they can't do some sort of search for this guy or make some calls or something and see if he

2137:15 WSIC yeah uh he

2137:15 QCG landed over there or something

2137:17 WSIC yeah we did that earlier we can follow up we we did
contact the bahamian government

2137:22 QCG yeah

2137:22 WSIC and and requested they assist us and they said they would
uh we also asked for them to look at their nassau radar
if he

2137:31 QCG yeah

2137:31 WSIC if they saw anything and they

2137:33 QCG but that's out right

2137:34 WSIC right

2137:34 QCG that's out (unintelligible)

2137:35 WSIC well it's out for us but they're still operational i think

2137:38 QCG oh oh well cool you uh you think they'll help you

2137:41 WSIC but well they said they didn't see anything which i can't
say yea or nay but if you got radar feed then

2137:49 QCG yeah

2137:49 WSIC you'd think you'd see it at twenty four because uh i guess
uh eh customs that's at the edge of their's they were
using nassau as well but because it we we shut it off on
the f a a side it's it's it was just right past their

boundary where they can see

2138:05 QCG okay

2138:05 WSIC uh but i'll follow up on it again and have a conversation and see

2138:08 QCG okay

2138:09 WSIC did they paint anything at that altitude but i guess the issue is if they had electrical failure uh

2138:16 QCG oh yeah

2138:16 WSIC and comm failure that wouldn't i'm i'm pretty sure

2138:19 QCG yeah

2138:19 WSIC they wouldn't paint anything but just a primary

2138:22 QCG right and that's what that's what uh the r c c saw was just you know the primary

2138:27 WSIC uh hum

2138:27 QCG and and none of this can be verified enough to you know say positively

2138:32 WSIC right

2138:32 QCG but the lack of a lack of a e l t for at least a couple of you know beeps

2138:37 WSIC uh hum

2138:37 QCG on the impact would would indicate that you know i mean normally they'll send you know you can

2138:43 WSIC an e l t's a battery so if you lose electrical electrical for you that shouldn't impact the e l t because i think that's uh controlled by battery

2138:51 QCG right it is and like i said once you the the you know the g force that you know sets it off

2138:55 WSIC uh hum i hope if he landed somewhere one of these islands has just been unable to get in touch uh

2139:02 QCG all right

2139:03 WSIC cause there's quite a few island chains around that he could have (unintelligible) turned over and landed if he had electrical failure

2139:07 QCG all right if you hear anything would you please notify the roc

2139:11 WSIC i

2139:11 QCG otherwise we're going to plan for this s r t at eight

2139:13 WSIC okay you know i'll let jan know and see what she wants to do

2139:17 QCG all right thanks man appreciate it

2139:18 WSIC you're welcome no problem bye bye

2139:19 QCG you too bye
2140
(2141-2218)
2219

2219:25 ATM hello hello

2219:27 WSIC i know you're not feeling good

2219:29 ATM that's okay what's up

2219:30 WSIC uh (unintelligible) the the roc called and said a j i
wants to do the s r t at eight o'clock tonight

2219:37 ATM oh my god

2219:38 WSIC that's what i said (unintelligible) so i have most of uh i
have all of the notes that uh that jeff left

2219:47 ATM okay so

2219:48 WSIC so it's kind

2219:48 ATM you want me

2219:49 WSIC of scattered throughout but i can take care of it

2219:50 ATM yeah you'll and i'll have to dial in so

2219:52 WSIC yeah

2219:53 ATM um you can uh i can dial me in or i can dial in just based
on the number

2219:58 WSIC okay i think they're going to call us back i believe

2220:01 ATM okay

2220:02 WSIC yeah cause they called

2220:03 ATM they'll send me an email you

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2220:04 WSIC a few minutes ago

2220:04 ATM they should send me an email usually they do

2220:06 WSIC okay then

2220:07 ATM all right i'll watch for it thanks

2220:08 WSIC okay all right bye bye

2220:10 ATM bye

2221
(2222-2250)
2251

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 06, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

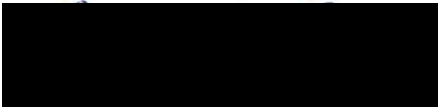
From: Miami Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) D58 RA position for the time period from May 15, 2017, 1710 UTC, to May 15, 2017, 1813 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| Miami ARTCC Mille Sector, Radar Associate Controller | D58 |
| Nassau, Bahamas, Approach Control | MYNN |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1710
(1711-1739)
1740

| | | |
|---------|------|--|
| 1740:50 | D58 | nassau georgetown question |
| 1740:53 | MYNN | go ahead george |
| 1741:00 | MYNN | go ahead georgetown |
| 1741:01 | D58 | yeah miami center i have a quick question uh do you happen to see uh let's see it should be around the north of rock sound right now looking for an aircraft the last code |

known it's uh six six three six he was at flight level two four zero going northwest bound do you happen to see anything up there

1741:21 MYNN negative i'm not showing anything in that area

1741:23 D58 you're not showing anything in that area

1741:26 MYNN negative what was his uh call sign miami

1741:29 D58 november two two zero november he was at flight level two four zero going northwest bound um last track i have for him was about two let's see twenty five to thirty miles northeast of rock sound and um he should be about thirty five forty miles north of rock sound right now we're trying to get communication on him but uh no luck here

1741:59 D58 so you don't see you see him you say you don't see anything at two four zero around that area

1742:05 MYNN negative miami uh if we do see it i i'll call you back and let you know

1742:09 D58 thank you so much

1742:10 MYNN we don't have anything

1742:11 D58 j p

1742:11 MYNN uh the only thing we have out there is uh that one one three mike charlie at two five zero

1742:15 D58 affirmative okay

1742:16 MYNN we don't have anything else

1742:17 D58 yeah i have him but at twenty four roger if you if you

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happen to see anything you let me know please

1742:25 MYNN will do
1743
(1744-1812)
1813

End of Transcript



Federal Aviation Administration

Memorandum

Date: August 09, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) TMML1 TM position for the time period from May 15, 2017, 1719 UTC, to May 15, 2017, 2302 UTC.

| Agencies Making Transmissions | Abbreviations |
|--|---------------|
| United States Customs and Border Patrol, Air and Marine Operations Center | AMOC |
| Miami ARTCC Traffic Management Unit, Mission Coordinator, Telephone Extension 1589 | TMML1 |
| Miami ARTCC, Air Traffic Manager | ATM |
| United States Air Force, Rescue Coordination Center | RCC |
| Miami ARTCC, Watch Supervisor-in-Charge | WSIC |
| United States Coast Guard, District Seven Command Center | USCG |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.

[REDACTED]

Glenn E. Rivera
Support Specialist
Miami ARTCC

1719
(1720-1748)
1749
1749:28 AMOC amoc this is dan

1749:30 TMML1 hey this is miami center missions

1749:32 AMOC hey what's up

1749:33 TMML1 not much um we think we may have lost an aircraft we're wondering if uh maybe you saw anything on your radar uh the code was six six three six and his last known position was twenty five twelve north seventy five forty one west

1749:57 AMOC okay and how long ago did you lose contact

1750:00 TMML1 this was uh like uh what was this like just minutes ago

1750:05 ATM if you look at sector fifty nine you can see this uh the uh coasting data block two two zero november

1750:14 TMML1 yeah so this was like in the last five minutes

1750:17 AMOC (unintelligible) call back if i find anything

1750:20 TMML1 i'm i'm sorry i'm having a hard time hearing you

1750:24 AMOC stand by

1750:25 TMML1 okay

1750:52 AMOC what direction was it traveling

1750:54 TMML1 he's heading uh northeast

1750:58 AMOC okay
1751

1751:02 AMOC okay you said about five in about the last five ten minutes

| | | |
|---------|-------|--|
| 1751:05 | TMML1 | yes |
| 1751:06 | AMOC | okay i'm going to look on my we're going to do a uh uh uh re replay on that and we'll get right back with you |
| 1751:13 | TMML1 | okay you need the call sign or anything or just the beacon code |
| 1751:16 | AMOC | no just uh what's the squawk |
| 1751:18 | TMML1 | the uh squawk was six six three six |
| 1751:20 | AMOC | six six three six what what what kind of speed was it doing |
| 1751:25 | TMML1 | uh three hundred knots |
| 1751:26 | AMOC | oh |
| 1751:27 | TMML1 | approximately |
| 1751:29 | AMOC | all right and the call sign i guess i might as well get that |
| 1751:32 | TMML1 | uh november two two zero november |
| 1751:35 | AMOC | alrighty thank you very much |
| 1751:36 | TMML1 | all right |
| 1751:37 | AMOC | we'll get back with you |
| 1751:37 | TMML1 | all right thank you |
| 1751:38 | AMOC | and what's the uh which what section is this at the uh |

center

1751:42 TMML1 this is uh missions

1751:42 AMOC okay

1751:44 TMML1 seven one six one five eight nine

1751:46 AMOC got it

1751:47 TMML1 all right thanks

1751:48 AMOC thank you

1751:48 TMML1 bye
1752
(1753-1754)
1755
1755:04 AMOC air marine ops

1755:05 TMML1 hey this is miami center missions again

1755:08 AMOC hey you got news

1755:09 TMML1 hey uh no but out near in the general vicinity we see a
code of zero three zero zero at seventeen five would you
happen to know who that is

1755:17 AMOC uh i i gee don't have any information

1755:21 TMML1 that an an asset maybe no

1755:23 AMOC no that's not one (unintelligible)

1755:37 AMOC yeah i i don't know who that is do you want me uh

1755:40 TMML1 (unintelligible)

1755:40 AMOC research it or just hold on

1755:44 TMML1 well we i guess we were kind of hoping maybe that was him
but um

1755:48 AMOC yeah i mean if the guy who's been on that path for uh
quite a while so

1755:51 TMML1 okay

1755:51 AMOC (unintelligible) thirty miles on that heading
(unintelligible)

1755:59 TMML1 okay we had him nah that's probably not him then cause we
had the other guy tracked up and were talking to him okay

1756:06 AMOC okay sir

1756:06 TMML1 all right thank you

1756:07 AMOC we we're still looking into it

1756:09 AMOC okay

1756:09 AMOC (unintelligible) our system (unintelligible)

1756:10 TMML1 okay

1756:11 AMOC all right (unintelligible)

1756:12 TMML1 all right thanks

1757
(1758-1813)
1814

1814:38 RCC hey sir it's mister (unintelligible) at the r c c on this
alnot on two two zero november

1814:41 TMML1 yes sir

1814:42 RCC uh eh last location i'm showing is uh east of uh nassau

1814:47 TMML1 correct

1814:48 RCC yeah have have we heard anything from any of the islands
down there

1814:51 TMML1 no they're looking into it

1814:51 RCC if he landed

1814:52 TMML1 they're looking into it

1814:54 RCC okay all right well i'm just letting you know i got a copy
of it uh we're going to start making some phone calls
ourselves so if you hear something just let us know

1815:01 TMML1 i sure will

1815:01 RCC all right (unintelligible)

1815:02 TMML1 uh huh kilo romeo

1815:03 RCC okay

1816
(1817-1923)
1924

1924:12 RCC air force r c c airman (unintelligible) how can i help you

1924:15 TMML1 hey airman this is dean logvin i'm in miami center

| | | |
|---------|-------|---|
| 1924:18 | RCC | yes |
| 1924:18 | TMML1 | and i got uh somebody called me about two two zero november |
| 1924:22 | RCC | is uh is that the alnot |
| 1924:24 | TMML1 | yes |
| 1924:25 | RCC | okay stand by one second let me put you on with the controller |
| 1924:27 | TMML1 | all right |
| 1924:53 | RCC | this is airman mobley |
| 1924:55 | TMML1 | hey airman mobley this is dean logvin again at miami center |
| 1924:58 | RCC | okay (unintelligible) |
| 1924:59 | TMML1 | all right seventeen twenty eight through seventeen thirty we don't know exactly when the last time we saw him on the radar was they're checking that right now but it was between seventeen twenty eight and seventeen thirty |
| 1925:10 | RCC | okay |
| 1925:11 | TMML1 | all right |
| 1925:11 | RCC | yeah if you all get any i guess additional radar just |
| 1925:14 | TMML1 | yeah |
| 1925:14 | RCC | let us know |

1925:14 TMML1 if we get anything else no we'll keep you in the loop

1925:16 RCC also um any airborne reports anything like that um we'll just open an incident on it right now

1925:22 TMML1 all right

1925:22 RCC i'll pass you this number it's going to be three five three four

1925:26 TMML1 thirty five thirty four gotcha

1925:28 RCC all right bye whiskey mike

1925:29 TMML1 delta lima

1925:29 RCC bye

1926
(1927-2011)
2012

2012:51 TMML1 missions

2012:52 RCC uh yes airman mobley from air force rescue uh just trying to talk to someone at the watch desk about the alnot

2012:58 TMML1 uh hold on

2013:00 RCC all right

2013:01 TMML1 no he's not there what do you want to know

2013:04 RCC uh so i'm working with our our radar team right now and i'm just trying to see if if it's possible at all would he landed at one of those airports in the bahamas

2013:12 TMML1 well that's what we were thinking

| | | |
|---------|-------|--|
| 2013:14 | RCC | yeah |
| 2013:15 | TMML1 | yeah there's a bunch of them out there where he was |
| 2013:17 | RCC | right and |
| 2013:19 | TMML1 | the there's north eleuthera there's uh |
| 2013:24 | RCC | governors harbour |
| 2013:24 | TMML1 | governors harbour and to the south there's like uh staniel cay |
| 2013:29 | RCC | right |
| 2013:30 | TMML1 | and to the east there's san salvador from where he was so and then there's other little ones that we don't even know about |
| 2013:39 | RCC | yeah |
| 2013:40 | TMML1 | you know uh so i don't uh they uh they been in contact with the bahamians but |
| 2013:47 | RCC | uh huh |
| 2013:47 | TMML1 | so and such but like those are all uncontrolled and they're not you know they're not staffed |
| 2013:54 | RCC | hum |
| 2013:55 | TMML1 | so and then and they're communication system's not real strong so |
| 2014:00 | RCC | okay |

| | | |
|-------------|-------|---|
| 2014:01 | TMML1 | yeah |
| 2014:01 | RCC | but they they are trying to |
| 2014:03 | TMML1 | yeah they're trying to |
| 2014:03 | RCC | work on (unintelligible) |
| 2014:04 | TMML1 | yeah they're trying to check with all of them |
| 2014:06 | RCC | gotcha okay |
| 2014:07 | TMML1 | yeah |
| 2014:08 | RCC | all right uh yeah if they get anything cause uh like like i said we're just trying to see (unintelligible) |
| 2014:11 | TMML1 | yeah we're and they're supposed to be looking getting some e l ts out there and i'm surprised you know they don't have any so |
| 2014:17 | RCC | okay |
| 2014:18 | TMML1 | all right |
| 2014:19 | RCC | all right whiskey mike here |
| 2014:19 | TMML1 | yep kilo romeo |
| 2014:21 | RCC | thanks |
| 2015 | | |
| (2016-2019) | | |
| 2020 | | |
| 2020:39 | TMML1 | missions |
| 2020:40 | RCC | hey airman mobley calling back again |

2020:42 TMML1 yes sir

2020:42 RCC uh do you know if they have any cell data or any cell phones on on board at all or any info on that you know of

2020:47 TMML1 no they had a they had a phone they had a phone number under the registration but i don't know if it was a cell phone

2020:53 RCC okay uh what what number was that

2020:56 TMML1 oh i don't know they have it up they have it ups hold on let me let me see

2020:59 RCC all right
2021

2021:15 TMML1 uh

2021:16 RCC is that a consulting company

2021:18 TMML1 i guess yeah

2021:20 RCC ithaca

2021:23 TMML1 yeah wichita

2021:24 RCC yeah it's uh ithaca consulting

2021:34 TMML1 all right yeah i don't know what the

2021:50 TMML1 i'm looking there's there's nobody at the ed did they have uh amoc wants uh not amoc uh r c c wants to know if they had a phone number on that airplane

2022:00 WSIC on the aircraft

2022:01 TMML1 yeah if they or one associated with it

2022:06 WSIC i think they did

2022:07 TMML1 uh we don't know if it's a cell phone right

2022:09 WSIC yeah hold on (unintelligible) [REDACTED]

2022:14 TMML1 [REDACTED]

2022:15 RCC okay

2022:16 WSIC (unintelligible) [REDACTED]

2022:17 TMML1 [REDACTED]

2022:18 WSIC [REDACTED]

2022:19 TMML1 [REDACTED]

2022:21 RCC and this is just a number that was on the registration

2022:23 TMML1 (unintelligible) ed where'd you get the number from the registration or the remarks

2022:26 WSIC uh flight service

2022:28 TMML1 they got it from flight service so it must have been in his remarks of his flight plan somewhere

2022:33 RCC okay i'll try that out

2022:35 TMML1 all right

2022:36 RCC thank you

2022:36 TMML1 (unintelligible)
2023
(2024-2055)
2056
2056:17 RCC air force r c c airman (unintelligible) how can i help you

2056:20 TMML1 how you doing i'm calling reference uh what's the incident
number three five three four

2056:28 RCC uh okay uh stand by

2056:41 RCC sergeant burns speaking

2056:43 TMML1 how you doing i got some uh negative e l t reports and one
uh intermittent

2056:50 RCC where you calling from sir

2056:51 TMML1 pardon miami center

2056:53 RCC all right sir

2056:56 TMML1 yeah the first one was at time nineteen thirty two the
coordinates were two five four zero seven six five two
west

2057:07 RCC (unintelligible)

2057:09 TMML1 yeah cause this is at where you opened that incident a
hundred east of nassau

2057:15 RCC all right so it's uh okay um

2057:17 TMML1 okay this is at flight level two three zero

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2057:20 RCC (unintelligible) can i get the coordinates again please

2057:22 TMML1 yeah it's two five four zero north zero seven six five two west flight level two three zero negative

2057:37 RCC copy

2057:38 TMML1 next one was at time nineteen forty three at two five one one north zero seven five four two west flight level

2057:50 RCC zero seven five two four

2057:52 TMML1 no zero seven five four two west flight level three six zero negative

2058:04 RCC copy

2058:04 TMML1 the next one was at time nineteen forty four two five four zero north zero seven seven two nine west flight level three four zero negative

2058:26 TMML1 the last one was at two zero one eight at two five one two north zero seven six three zero west flight level one niner zero negative and i have an intermittent one way southeast of san uh grand turk i don't think it's not even in the same vicinity

2058:54 RCC so you don't think it would correlate

2058:56 TMML1 uh there's definitely not it's ah it's almost on the boundary of of it's it's half way between grand turk and san juan it's way southeast

2059:05 RCC all right sir

2059:06 TMML1 i mean i'll give it to you if you want to plot it a hundred and (unintelligible) um it was at twenty forty seven it's a hundred and twenty miles southeast of grand

turk so it'll make it the golf tango kilo uh one two zero
at one two zero flight level four zero zero it says it's
intermittent

2059:34 RCC copy

2059:35 TMML1 all right thanks k r

2059:37 RCC tango bravo
2100
(2101-2226)
2227

2227:13 RCC air force r c c this is airman burns speaking how can i
help you

2227:15 TMML1 how you doing this is ken at miami missions

2227:18 RCC yes sir

2227:18 TMML1 reference thirty thirty five thirty four i think
(unintelligible) i got two more negatives

2227:31 RCC just a moment sir go ahead

2227:35 TMML1 uh the first one's at twenty one thirty one z q a and the
nassau zero six nine at one three six

2227:44 RCC you said z q a

2227:45 TMML1 yeah

2227:45 RCC three zero

2227:46 TMML1 uh the zero six nine one three six

2227:55 RCC so you said one three six

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| | | |
|---------|-------|--|
| 2227:56 | TMML1 | yeah |
| 2227:56 | RCC | zero six nine |
| 2227:57 | TMML1 | yeah on the zero six nine radial a hundred thirty six miles |
| 2228:04 | RCC | copy |
| 2228:05 | TMML1 | uh flight level three seven zero negative |
| 2228:09 | RCC | copy |
| 2228:10 | TMML1 | the next one was at twenty one thirty six on the zulu quebec alfa zero eight four one zero seven |
| 2228:24 | RCC | copy |
| 2228:25 | TMML1 | flight level three three zero negative |
| 2228:29 | RCC | copy |
| 2228:30 | TMML1 | kilo romeo |
| 2228:32 | RCC | tango bravo thank you |
| 2229 | | |
| 2230 | | |
| 2230:02 | USCG | d seven command center lieutenant (unintelligible) speaking |
| 2230:04 | TMML1 | how you doing uh this uh this is miami |
| 2230:08 | USCG | this is d seven in miami how can i help you |
| 2230:10 | TMML1 | okay somebody called this is ken miami center missions |

2230:13 USCG uh huh

2230:14 TMML1 somebody called me earlier about a four four two five one of your guys going out and doing a search for uh a man in the water

2230:21 USCG a four four two five

2230:22 TMML1 yeah code squawking a four four two five

2230:26 USCG um you know what kind of aircraft it is

2230:29 TMML1 uh one of your casas i think

2230:31 USCG okay

2230:33 TMML1 but would that happen to do with the the alnot that went out there for the aircraft that we lost radar and and

2230:40 USCG no that's a separate so the casa oh i mean was this recent or earlier in the day

2230:45 TMML1 uh it was earlier today

2230:46 USCG okay yeah (unintelligible)

2230:46 TMML1 seventeen hundred eighteen hundred this afternoon

2230:49 USCG uh the casa so the casa was supporting uh a separate case

2230:53 TMML1 oh okay

2230:53 USCG down in the straits uh

2230:54 TMML1 oh but you do do you have somebody out there east of

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nassau

2230:57 USCG uh east of nassau right now there's a dash eight

2231:01 TMML1 okay

2231:02 USCG i have for c d p

2231:03 TMML1 okay

2231:04 USCG um and then i have a c one thirty that's going to be
 heading over to this position of your last radar contact

2231:10 TMML1 okay but

2231:11 USCG and you guys have no further developments on that right

2231:13 TMML1 no um well we're not getting uh any e l ts or anything

2231:16 USCG yeah we're not getting any e l ts either

2231:18 TMML1 yeah

2231:19 USCG um okay

2231:21 TMML1 all right thanks

2231:21 USCG all right thanks

2231:22 TMML1 uh huh

2231:22 USCG bye

2232
(2233-2301)
2302

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N220N

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End of Transcript



Federal Aviation Administration

Memorandum

Date: July 07, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R21 R position for the time period from May 15, 2017, 1721 UTC, to May 15, 2017, 1915 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| Miami ARTCC Freeport Low Sector, Radar Controller | R21 |
| BRITISH AIRWAYS, BAW253M | BAW253M |
| SR22, N492DM | N492DM |
| Miami ARTCC Freeport Low Sector, Radar Associate Controller | D21 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.

[REDACTED]

Glenn E. Rivera
Support Specialist
Miami ARTCC

1721
(1722-1750)

1751
1751:45 R21 november two two zero november miami center on guard
contact miami center one three four point eight zero

1752
1753
1753:18 BAW253M uh november two two zero november november two two zero
november speedbird two five three mike how copy

1754
(1755-1803)
1804

1804:41 R21 weather not a factor equipment freeport is broken there's
this one there is that one all that other good stuff
(unintelligible) there is no non radar at this time
traffic indications are apparently he is non radar there

1804:54 R21 uh hum

1804:54 R21 at twenty four they don't know where he's at but blocking
for him i don't know how you can lose him at twenty four
it makes no sense you sure he didn't go due regard all
right with you at climbing to sixteen gone they're
waiting until they pass to protect you for all that that
one's definitely gone he's going to treasure uh v f r
gone to approach he's gone talking to high point out and
point out

1805:19 R21 got it b g
1806
1807

1807:18 R21 november four nine two delta mike miami

1807:21 N492DM go ahead four nine two delta mike

1807:23 R21 november four nine two delta mike can you try on guard and
see if you can uh get a november two two zero november
and see if you can reach him and november two two zero
november's who we're looking for and the frequency would
be for them is twenty five thirty two see if you can get
them

1807:43 N492DM okay i'll flip over to twenty five thirty two and see if i
get two two zero november for you

1807:49 R21 november four nine two delta mike affirm try that on guard
please

1807:52 N492DM roger that
1808
1809

1809:17 R21 r side at sector twenty one the weather is uh no factor
equipment a freeport v o r is out of service warning
areas don't matter here's your backup here's your darc

back to normal thirty to j f k (unintelligible) is
updating r v s m non radar november two two zero november
fifty nine

1809:34 N492DM hey miami cirrus four nine two delta mike

1809:36 R21 november four nine two delta mike go ahead

1809:38 N492DM roger i did not uh was not able to receive two two zero
november uh talked to miami as well

1809:44 R21 november four nine two delta mike roger i want you to try
on your guard frequency can you broadcast on your guard
frequency it's in uh the aircraft possibly is in your
your vicinity and see if you can uh try to get him on
guard frequency broadcast to them to contact miami center
on one two five point three two

1810:04 N492DM unfamiliar with what you're asking for on guard frequency

1810:09 R21 uh november four nine two delta mike roger it's on uh one
two one point five uh i was wondering if you could
broadcast on one two one point five

1810:16 N492DM okay on one two one point five we'll do that delta mike

1810:18 R21 thanks

1810:20 R21 all right so that's what we're try trying to do is trying
to get this guy wherever he is if we could get them

1810:26 D21 he came over from fifty nine

1810:28 R21 he was supposed to go to sector one

1810:30 N492DM two two zero november uh four niner two delta mike looking
for two two zero november

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1810:37 R21 continue on we are going to climb aircraft to twenty three
block twenty four when they pass his projectile um

1810:45 R21 route

1810:46 R21 route thirty miles past that then they'll be able to climb
him so don't expect that they will be able to climb
anybody

1810:52 N492DM two two zero november can you hear four nine two delta
mike two two zero november
1811

1811:13 N492DM two two zero november how do you hear four niner two delta
mike

1811:30 N492DM hey and miami cirrus four niner two delta mike could not
raise anybody on one twenty one point five for two two
zero november

1811:37 R21 november four nine two delta mike thanks for the help

1811:40 N492DM no problem
1812
1813
1814

1814:46 R21 november two two zero november miami
1815
(1816-1842)
1843

1843:18 R21 all right this is the r side at sector twenty one weather
is no factor in our airspace freeport v o r is out of
service here's your backup here's your darc back to
normal warning areas do not impact us here thirty in
trail to j f k is in effect east east east here's the
update no r v s m communication status and the traffic
non radar chick pea five zero three coordinated at four
thousand over padus traffic on the scope special thing
for two two zero november they're looking for him he's a
lost airplane at flight level two four zero was the last
clearance that was given to him so that's where they're
projecting him based on the course track to be but we
don't know where he is traffic on the scope chick pea
five zero three has not yet checked on he is gone silver
wings one forty one we're talking to him one one four

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papa romeo's gone silver wings one thirty one has been
given the heading two eight five to join bahama route
twenty one victor

1844:15 R21 okay

1844:16 R21 off of palm beach

1844:18 R21 all right

1844:18 R21 so he's going to join that over here

1844:21 R21 okay

1844:22 R21 you need to get him down he's a flash through

1844:23 R21 okay

1844:23 R21 b g
1845
(1846-1914)
1915

End of Transcript



Federal Aviation Administration

Memorandum

Date: August 08, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) STMC1 TM position for the time period from May 15, 2017, 1722 UTC, to May 15, 2017, 1858 UTC.

| Agencies Making Transmissions | Abbreviations |
|--|---------------|
| Miami ARTCC, Air Traffic Manager | ATM |
| Unknown Agency | UNK |
| Miami ARTCC Ocean Area Supervisor Desk, Telephone Extension 1786 | X1786 |
| Miami ARTCC, Traffic Management Supervisor Desk, Telephone Extension x1737 | TMS |
| Space Coast Regional Airport, Titusville, FL | TIX |
| Federal Aviation Administration, Central Florida TRACON, Orlando, FL | F11 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.

[REDACTED]

Glenn E. Rivera
Support Specialist
Miami ARTCC

1722
(1723-1751)
1752

1752:47 ATM

okay there was icing in the area he was at twenty four thousand feet uh you got the uh lat longs already

1752:54 UNK no i we uh i i just did a quick playback real quick and i mean i lost him right around the nassau like uh zero nine one at like ninety eight is that what you

1753:03 ATM yeah something like that where's my lat longs please uh see if you have them (unintelligible) there (unintelligible) please um twenty five twelve north seventy five forty one west an air another aircraft one thousand feet above him twenty five thousand crossed over him they did report icing in the vicinity

1753:30 UNK okay and the uh there's a track out there right now like a zero three zero um zero three zero zero code seventeen five like four hundred and twenty knots that wouldn't be in the vicinity of where where he would possibly be at correct

1753:42 ATM zero zero three zero hold on let me see if i can see it
1754 hold on

1754:31 ATM i see the zero three zero zero code uh we're going to check with customs and see if they know who it is

1754:36 UNK okay i appreciate it if and then just confirm the lat long so you said the lat long was twenty north five twelve seventy five forty one west

1754:42 ATM correct

1754:43 UNK okay

1754:44 ATM okay

1754:44 UNK let me know what you find

1754:45 ATM all right j d

1754:45 UNK bye
1755
(1756-1807)

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1808

1808:59 X1786 ocean kingsley

1809:00 TMS hey kingsley d um dean said they already got the pilot's
name and phone number

1809:03 X1786 okay

1809:04 TMS okay

1809:04 X1786 uh it looks like they got him through a relay
(unintelligible) atlantic did

1809:07 TMS okay

1810

(1811-1823)

1824

1824:24 TIX space coast tower may i help you

1824:25 TMS yeah hey how you doing my name is dean logvin i'm a
supervisor at miami center

1824:29 TIX yeah

1824:30 TMS i'm missing an airplane and he's coming your way hopefully

1824:33 TIX okay

1824:34 TMS uh so if you don't mind i'll give you the call sign and if
you guys get a hold of him in any way shape or form will
you call us back and let us know

1824:40 TIX yeah hang on just a second

1824:41 TMS all right

1824:41 TIX and uh give me the call sign

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| | | |
|---------|-----|--|
| 1824:42 | TMS | november two two zero november |
| 1824:44 | TIX | two two zero november |
| 1824:46 | TMS | yeah he's uh probably due there in within the next thirty to forty minutes |
| 1824:49 | TIX | yeah you know what type he is |
| 1824:51 | TMS | yeah he's a mooney |
| 1824:52 | TIX | okay mooney and what what number can i get you there at the center |
| 1824:56 | TMS | three zero five |
| 1824:57 | TIX | uh huh |
| 1824:57 | TMS | seven one six |
| 1824:59 | TMS | seven one six |
| 1825:00 | TMS | one five eight eight |
| 1825:02 | TIX | one five eight eight and what was your name again i'm sorry |
| 1825:03 | TMS | eh the there's like sixteen people over here looking for this guy man so anybody you call at that number will have the information |
| 1825:08 | TIX | all right man thanks |
| 1825:09 | TMS | let me know all right thanks bro |

| | | |
|-----------------|-----|---|
| 1825:10 | TIX | i'll let you know |
| 1825:10 | TMS | all right bye |
| 1825:11 1826 | TIX | all right bye |
| 1826:18 | F11 | orlando approach brad |
| 1826:19 | TMS | brad dean logvin at miami center how you doing buddy |
| 1826:21 | F11 | good man how are you |
| 1826:22 | TMS | good you know about this uh two two zero november |
| 1826:24 | F11 | uh no fill me in |
| 1826:25 | TMS | all right so we got an airplane going to titusville |
| 1826:28 | F11 | okay |
| 1826:28 | TMS | we lost him over the uh ocean |
| 1826:30 | F11 | okay |
| 1826:31 | TIX | so uh we lost radar and radio at the same time |
| 1826:35 | F11 | okay |
| 1826:35 | TMS | so of course we're you know planning for doom and gloom |
| 1826:38 | F11 | right |
| 1826:38 | TMS | but if you talk to him i need you to call me as soon as you can so i can give you his tail number and uh my contact |

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| | | |
|---------|-----|---|
| 1826:43 | F11 | yeah go ahead |
| 1826:44 | TMS | all right he is two two zero november |
| 1826:46 | F11 | okay |
| 1826:47 | TMS | going to titusville should be in your airspace probably within thirty to forty minutes |
| 1826:50 | F11 | okay |
| 1826:51 | TMS | a mooney and my number's three zero five seven one six one five eight eight and there's about sixteen people here looking for the guy |
| 1827:03 | F11 | okay |
| 1827:03 | TMS | so anybody you call at that number will uh give you information |
| 1827:05 | F11 | okay well what was your name that way i can tell them i talked to you |
| 1827:07 | TMS | dean |
| 1827:07 | F11 | dean okay |
| 1827:08 | TMS | yeah |
| 1827:08 | F11 | okay all right dean |
| 1827:09 | TMS | thanks bud |
| 1827:09 | F11 | i'll keep an eye out for him |

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1827:10 TMS all right

1827:10 F11 all right bye
1828
(1829-1857)
1858

End of Transcript



Federal Aviation Administration

Memorandum

Date: August 04, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

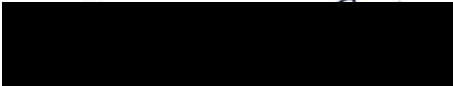
From: Miami Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) A62 A position for the time period from May 15, 2017, 1727 UTC, to May 15, 2017, 1903 UTC.

| Agencies Making Transmissions | Abbreviations |
|--|---------------|
| Nassau Approach Control, Nassau, Bahamas | MYNN |
| Miami ARTCC Grand Turk Sector, Assistant Controller Position, Digital Telephone Extension 1730 | A62 |
| Nassau Flight Service Station, Nassau, Bahamas | NFSS |
| Unknown Agency | UNK |
| Bahamas Customs, Marsh Harbour, Bahamas | MYAMC |
| Cherokee Aviation Center, Marsh Harbour, Bahamas | CHER |
| Bahamas Customs, Treasure Cay, Bahamas | MYATC |
| Bahamas Customs, Governors Harbour, Bahamas | MYEMC |
| White Crown Aviation, North Eleuthera, Bahamas | WHITE |
| Bahamas Customs, Rock Sound, Bahamas | MYERC |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1727
(1728-1756)
1757

1757:06 MYNN air traffic control stand by uh miami pick up one oh eight

1757:09 MYNN and what's this (unintelligible)

1757:10 MYNN miami wants to talk to you

1757:14 MYNN go ahead miami

1757:15 A62 hey nassau how are you doing this is uh ocean sector i'm calling cause we're looking for an aircraft that we had on radar and um he dropped off radar right around the north eleuthera governors area i was trying to call and see if i could get the number to ramp patrol for north eleuthera governors harbour and rock sound

1757:31 MYNN okay i'd have to refer you to flight service to get all those numbers

1757:34 A62 flight service okay

1757:35 MYNN um

1757:35 A62 can i get their number

1757:36 MYNN uh three seven seven seven one one six

1757:39 A62 seven one

1757:40 MYNN but he's still in the air according to our flight tracker that somebody is uh following him on he's still um east of the south of of uh marsh harbour airport but um we're not talking to him either but he is at flight level two four zero

1758:02 A62 flight level two four zero south of marsh harbour

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1758:05 MYNN yes

1758:06 A62 okay (unintelligible)

1758:07 MYNN um i i'm and that's we're just following him on the flight tracker uh if that's the correct call sign on him

1758:13 A62 okay

1758:13 MYNN but uh you can call

1758:16 A62 flight service

1758:17 MYNN flight service for the numbers for eleuthera

1758:19 A62 okay so it's seven one one six

1758:21 MYNN yes

1758:22 A62 okay okay i'll tell the supervisor thank you n a
1759
1800

1800:11 NFSS air traffic

1800:12 A62 hey good afternoon uh air traffic this is miami the uh ocean sector i'm calling to find out if i can get some numbers for ramp patrol for a couple of the airports we're looking for an aircraft that might of uh gone down and we're wanting to check make sure he didn't land at one of these airports

1800:28 NFSS what eh say the registration

1800:30 A62 for the aircraft

1800:31 NFSS yes

1800:32 A62 it's november two zero (unintelligible) twenty n

1800:48 NFSS what was his destination

1800:49 A62 uh (unintelligible) he was going (unintelligible) tango
(unintelligible) x (unintelligible) to titusville
(unintelligible) tango india (unintelligible) just off
florida

1801:10 NFSS okay we tried to do a contact with that aircraft on our
frequency on one twenty eight zero and eh also had my
approach area um trying to reach out for him but we
didn't get a any information um did he have any alternate
aerodromes or anything on his flight plan

1801:31 A62 (unintelligible) don't see anything here we had him on
radar (unintelligible) and he was in (unintelligible) the
eleuthera air (unintelligible)

1801:45 NFSS and what time was that

1801:46 A62 this was uh (unintelligible) maybe thirty

1801:51 NFSS all right we'll we'll do a check and uh we'll do a check
and get back to you and that's november two two zero
november

1801:59 A62 correct it's an m u (unintelligible) uh it's called an
(unintelligible) they were they were tracking the air
(unintelligible) i don't think that (unintelligible)
correct (unintelligible) somewhere around the marsh
harbour (unintelligible)

1802:13 NFSS we'll check

1802:15 A62 okay and you you need the phone number to call
(unintelligible)

1802:18 NFSS sure

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1802:19 A62 it's uh three oh (unintelligible)

1802:21 NFSS uh huh

1802:21 A62 seven one (unintelligible) one seven

1802:27 NFSS okay alpha juliett

1802:27 A62 all right thank you n a
1803
1804
1805

1805:47 UNK air traffic mike

1805:48 A62 yes good afternoon i'm calling from (unintelligible) ocean
sector we're looking to see if uh this particular
aircraft is part of your um it's part

1805:57 UNK go ahead

1805:57 A62 of your company

1805:58 UNK yeah

1805:58 A62 it's november two two zero november
1806

1806:01 UNK and if i get him where do you want him miami center what

1806:03 A62 uh miami center (unintelligible) on three (unintelligible)
four point two (unintelligible) thirty four point eight

1806:10 UNK thirty four dot two or dot eight

1806:12 A62 correct

1806:12 UNK all right i'll see what i can do

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| | | |
|-----------------|-----|---|
| 1806:13 | A62 | all right thank you |
| 1806:14 | UNK | yes sir uh hum bye bye |
| 1806:15 | A62 | bye |
| 1806:53 | UNK | air traffic mike |
| 1806:54 | A62 | yeah mike how you doing i just called you a couple |
| 1806:55 | UNK | yeah |
| 1806:55 | A62 | of minutes ago about an aircraft |
| 1806:56 | UNK | yeah |
| 1806:56 | A62 | okay i want to know the supervisor wants to know if uh if we can get the phone number for his company or if he's part of the um |
| 1807:03 | UNK | okay stand by just one |
| 1807:05 | A62 | okay |
| 1807:21 | UNK | of course the uh computer program i use takes forever to come up |
| 1807:24 | A62 | that's no problem |
| 1807:25 | UNK | (unintelligible) |
| 1807:44 1808 | UNK | let's see (unintelligible) |
| 1808:21 | UNK | well um i can't advise because looks like the program's corrupt |

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N220N

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| | | |
|---------|------|--|
| 1808:28 | A62 | oh okay |
| 1808:29 | UNK | yeah i hate when that happens so |
| 1808:32 | A62 | no other (unintelligible) |
| 1808:33 | UNK | unfortunately i can't tell you if he's one of mine or not |
| 1808:36 | A62 | all right okay we tried thank you |
| 1808:38 | UNK | we did thank you |
| 1808:39 | A62 | appreciate it |
| 1809 | | |
| 1810 | | |
| 1811 | | |
| 1811:26 | NFSS | flight service |
| 1811:27 | A62 | hello flight service miami ocean again uh any luck on uh any information yet from any of the airports |
| 1811:34 | NFSS | from |
| 1811:35 | A62 | for we're looking for that november two two zero november |
| 1811:38 | NFSS | uh i haven't |
| 1811:39 | A62 | (unintelligible) |
| 1811:39 | NFSS | (unintelligible) he's looking he said we'll we only have a few islands we can check |
| 1811:44 | A62 | uh |
| 1811:44 | NFSS | to see if he made contact with them but not every island has a tower or even a advisory tower |

1811:50 A62 right i know but uh we're trying to see if
(unintelligible) um the problem is we're blocking
(unintelligible) for that air (unintelligible)

1812:02 NFSS okay um hold on let me give you the numbers

1812:05 A62 at least marsh harbour (unintelligible) he probably will
be (unintelligible) he would make it

1812:09 NFSS yeah that's that's who i'm going to give you right now

1812:11 A62 okay

1812:11 NFSS for okay well we have customs i'm going to give you
customs immigration and c a d

1812:19 A62 okay

1812:19 NFSS okay customs is two four two three six seven two zero two
six

1812:29 A62 okay

1812:30 NFSS immigration two four two three six seven two six seven
five

1812:35 A62 two six (unintelligible) okay

1812:40 NFSS and c a d it's the same beginning numbers ending in five
five zero one

1812:45 A62 five five zero one and that those are for

1812:48 NFSS that's marsh harbour

1812:49 A62 marsh harbour okay (unintelligible)

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| | | |
|---------|------|--|
| 1812:51 | NFSS | let me give you treasure cay treasure cay customs two four two three six five eight six zero two two four |
| 1813 | | |
| 1813:02 | A62 | okay go ahead |
| 1813:04 | NFSS | and immigration two four two three six five eight six zero four |
| 1813:09 | A62 | and what was the (unintelligible) okay that was (unintelligible) zero four |
| 1813:15 | NFSS | yes (unintelligible) yeah even though |
| 1813:16 | A62 | okay |
| 1813:16 | NFSS | that's the immigration number but chances are you reach him through zero two faster than any other one |
| 1813:23 | A62 | okay |
| 1813:24 | NFSS | okay and (unintelligible) immigration customs and we don't have c a d in there |
| 1813:30 | A62 | okay |
| 1813:31 | NFSS | but i'm going to give you airport police number |
| 1813:34 | A62 | okay |
| 1813:35 | NFSS | they also can do a ramp check |
| 1813:37 | A62 | all right |
| 1813:38 | NFSS | three six five eight nine one one |
| 1813:41 | A62 | three six five eight nine (unintelligible) okay hey what |

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| | | |
|---------|------|--|
| 1813:43 | NFSS | is that all the numbers you want cause we also have eleuthera and |
| 1813:46 | A62 | yeah |
| 1813:47 | NFSS | and (unintelligible) |
| 1813:47 | A62 | yeah and eleuthera and governors (unintelligible) |
| 1813:50 | NFSS | okay uh we have c a d in eleuthera two four two three three five one two four two |
| 1813:57 | A62 | one two four two |
| 1813:59 | NFSS | uh hum and customs two four two three three five one zero six eight |
| 1814:09 | A62 | okay |
| 1814:10 | NFSS | oh and there's an f b o in there as well that's usually quite efficient uh white crown |
| 1814:16 | A62 | okay |
| 1814:17 | NFSS | it's three three five one six five zero |
| 1814:20 | A62 | one six (unintelligible) eleuthera (unintelligible) |
| 1814:25 | NFSS | oh one two four two |
| 1814:27 | A62 | one two four two okay |
| 1814:30 | NFSS | uh huh |
| 1814:31 | A62 | all right |

1814:31 NFSS and you said governors

1814:32 A62 uh (unintelligible)

1814:34 NFSS okay c a d one two four two three three two two three two seven

1814:41 NFSS two three two seven

1814:42 A62 three three two (unintelligible)

1814:45 A62 okay

1814:46 NFSS and i guess customs or customs is three three two two three four one

1814:51 A62 two three four one okay (unintelligible) appreciate it thank you

1814:55 NFSS you're welcome

1814:56 A62 bye bye

1815

1816

1816:01 MYAMC customs good afternoon

1816:02 A62 customs good afternoon is this marsh harbour

1816:04 MYAMC yes it's marsh harbour

1816:05 A62 hey how are you doing uh i'm calling from miami center controller here i'm working the ocean sector we had an aircraft that went missing uh it's november two two zero november i want to make sure that the air (unintelligible) we lost radio (unintelligible) and uh radar with the (unintelligible)

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N220N

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| | | |
|---------|-------|---|
| 1816:23 | MYAMC | what what's the tail number |
| 1816:25 | A62 | it's november two (unintelligible) |
| 1816:29 | MYAMC | no sir it didn't land here |
| 1816:30 | A62 | it didn't land at the air (unintelligible) |
| 1816:32 | MYAMC | no sir |
| 1816:33 | A62 | okay |
| 1816:33 | MYAMC | you can check cherokee air if you want to |
| 1816:35 | A62 | which one |
| 1816:36 | MYAMC | cherokee air it's three six seven one nine zero three |
| 1816:42 | A62 | one nine zero three that's |
| 1816:44 | MYAMC | zero three |
| 1816:45 | A62 | cherokee air |
| 1816:46 | MYAMC | yes sir |
| 1816:47 | A62 | okay i will try (unintelligible) |
| 1816:49 | MYAMC | you're welcome |
| 1816:49 | A62 | bye |
| 1817 | | |
| 1817:17 | CHER | bahamas customs hello |

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1817:19 A62 yes good afternoon customs i'm calling from miami center control um

1817:23 CHER okay

1817:24 A62 uh ocean sector we lost an aircraft on radar and communications with the aircraft uh right between

1817:29 CHER tail number

1817:30 A62 november two two zero november and we wanted to make sure maybe to see if he by any chance landed at one of your airports

1817:37 CHER okay hold on let me check see

1817:39 A62 okay

1817:40 CHER what i have here for today (unintelligible)

1817:54 CHER no definitely it has not landed here uh from today um maybe you could check treasure cay because that's only about ten minutes away from here

1818:02 A62 right

1818:03 CHER in the in the air

1818:04 A62 okay

1818:04 CHER um do you have a telephone contact for them

1818:06 A62 i have customs there at three six five eighty six oh two

1818:09 CHER yes that's correct

1818:11 A62 okay is there a cherokee air there also or no

1818:13 CHER this is cherokee air now that you're calling

1818:15 A62 oh okay so they they don't have the same information there
at uh treasure cay

1818:19 CHER um no

1818:20 A62 okay

1818:20 CHER that's a separate um uh landing strip

1818:23 A62 okay no problem i'll give treasure cay a call then thank
you

1818:26 CHER no problem

1818:26 A62 have a good afternoon

1818:27 CHER you're welcome

1818:28 A62 bye bye

1818:28 CHER you too bye

1818:51 MYATC customs (unintelligible) airport good afternoon

1818:53 A62 yes good afternoon customs i'm calling from miami center
air traffic control center i'm looking for an aircraft
that we had on radar and we lost communications and radar
coverage with the aircraft and i want to make sure maybe
he did not land at treasure cay uh or (unintelligible)

1819:09 MYATC what's the tail number

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N220N

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| | | |
|-----------------|-------|---|
| 1819:10 | A62 | it's november (unintelligible) |
| 1819:13 | MYATC | two two zero november |
| 1819:15 | A62 | correct |
| 1819:15 | MYATC | (unintelligible) |
| 1819:16 | A62 | yes |
| 1819:47 | A62 | he has not landed marsh (unintelligible) or treasure cay right now |
| 1819:53 1820 | A62 | then i got to call them (unintelligible) from governors |
| 1820:01 | MYATC | no sir nothing with that tail number |
| 1820:03 | A62 | nothing with that tail num (unintelligible) okay |
| 1820:05 | MYATC | no sir |
| 1820:06 | A62 | thank you very much for your (unintelligible) |
| 1820:08 | MYATC | you're welcome |
| 1820:08 | A62 | bye |
| 1820:58 | MYEMC | pleasant good afternoon bahamas customs |
| 1821:00 | A62 | yes good afternoon customs this is governors harbours |
| 1821:02 | MYEMC | yes it is |
| 1821:04 | A62 | good afternoon i'm calling from miami center air traffic control center um |

1821:07 MYEMC uh hum

1821:08 A62 we're we're looking for an aircraft that we had on radar and (unintelligible) right around the vicinity of rock sound north (unintelligible) north eleuthera governor (unintelligible)

1821:19 MYEMC okay

1821:19 A62 we want to make sure maybe he didn't land (unintelligible) airport (unintelligible)

1821:24 MYEMC at what time was this

1821:25 A62 this was approximately (unintelligible)

1821:28 MYEMC okay i can tell you we haven't had any aircraft landed

1821:31 A62 i can give you the call sign (unintelligible)

1821:33 MYEMC go ahead

1821:34 A62 it's november two (unintelligible) november

1821:37 MYEMC um no sir

1821:38 A62 nothing

1821:39 MYEMC not no not at governors

1821:42 A62 okay thank you very much for (unintelligible)

1821:44 MYEMC okay you're welcome

1821:45 A62 bye

1821:46 MYEMC all right
1822
1823
1823:57 WHITE good afternoon white crown

1823:58 A62 good afternoon i'm calling um from miami center air
traffic control center

1824:02 WHITE uh hum

1824:03 A62 uh reference an aircraft that we're looking for that we
lost on radar and frequency coverage to see if by by any
chance he landed at your air (unintelligible)

1824:10 WHITE sure go ahead

1824:11 A62 the tail number's november (unintelligible)

1824:16 WHITE two two zero november no he hasn't landed here

1824:22 A62 did not land there (unintelligible)

1824:24 WHITE no sorry about that

1824:25 A62 thank you for checking

1824:27 WHITE no problem

1824:28 A62 all right bye
1825
(1826-1827)
1828
1828:22 NFSS good day air traffic services

1828:24 A62 hey cus um i'm sorry flight service how you doing this is
miami center again i left one number out i didn't ask
from you if if you don't mind the number for customs at
rock sound

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N220N

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| | | |
|---------|-------|---|
| 1828:33 | NFSS | customs at rock sound okay hold on |
| 1828:35 | A62 | thank you |
| 1828:40 | NFSS | okay i see two numbers here i'm going to give you all two of them |
| 1828:43 | A62 | okay |
| 1828:44 | NFSS | one two four two three three four two one one two |
| 1828:49 | A62 | okay |
| 1828:50 | NFSS | and the other is two one eight three |
| 1828:52 | A62 | two one eight three okay thank you very much |
| 1828:55 | NFSS | all right you're welcome |
| 1828:56 | A62 | bye |
| 1829 | | |
| 1830 | | |
| 1830:37 | MYERC | bahamas customs good afternoon |
| 1830:39 | A62 | yes good afternoon uh is this customs at rock sound |
| 1830:43 | MYERC | yes it is |
| 1830:44 | A62 | good afternoon i'm calling from miami center traffic air traffic control center we're looking for an aircraft that (unintelligible) at your airport |
| 1831:02 | MYERC | november two two |
| 1831:04 | A62 | zero november (unintelligible) |

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N220N

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1831:07 MYERC okay right now i don't see it out here on our runway

1831:10 A62 okay

1831:11 MYERC i'll see if they have (unintelligible)

1831:13 A62 okay

1831:39 MYERC he's checking for you right now

1831:40 A62 okay thank you

1831:53 MYERC no sir not as yet we don't see anything yet

1831:56 A62 nothing there okay thank you very much for checking

1831:58 MYERC yeah okay

1832:00 A62 appreciate it have a good after (unintelligible)

1832:02 MYERC you too have a good afternoon

1832:03 A62 bye

1833
(1834-1902)
1903

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 18, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

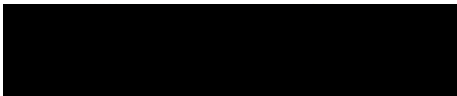
From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) D59 RA position for the time period from May 15, 2017, 1731 UTC, to May 15, 2017, 1837 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| Miami ARTCC Nassau Low Sector, Radar Associate Position | D61 |
| Miami ARTCC Abaco High Sector, Radar Associate Position | D59 |
| Miami ARTCC Permt Sector, Radar Associate Position | D1 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1731
(1732-1800)
1801
1801:53 D61 d forty four sixty one

1801:55 D59 d uh crap (unintelligible) we have an aircraft at er flight level two four zero that we lost on radar and frequency so we're going to have to start blocking for him our nassau arrivals are going to have a little trouble getting them down uh you see the speedbird two five three mike just north of hankx right now

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1802:11 D61 affirmative

1802:11 D59 we're probably going to have to get him to melon before we
can descend him i guess you guys will probably have to
corkscrew his way down into nassau we'll try to get
everybody else down earlier

1802:19 D61 all right and say again before you said you uh lost radar
on someone at two four zero

1802:23 D59 yeah there's an aircraft that's somewhere between freeport
and marsh harbour right now flight level two four zero we
lost him on radar and frequency so all of our like i said
all the nassau arrivals we're going to have to stop them
at twenty five for a while until we're reasonably sure
they're clear of the airplane so eh all of our nassau
arrivals are going to be come high to you because

1802:41 D61 okay

1802:42 D59 of the situation

1802:43 D61 roger mike lima

1802:44 D59 okay
1803
1804
1805
1805:44 D1 and go fifty nine

1805:45 D59 hey steve you see that uh november two two zero november
flashing at you coast track

1805:49 D1 affirm

1805:49 D59 we lost the aircraft on radar and frequency i guess maybe
ten minutes ago or so that that coast track is his
approximate of his position we don't know where the
airplane is we're doing everything we can to find him but
uh yeah i guess you you we're already blocking twenty

four you guys need to start blocking twenty four

1806:06 D1 roger that's what we're starting to do right now the supe
just came over

1806:08 D59 he came over to you

1806:09 D1 yeah the supes are over here now we're doing the same
thing we're blocking the airspace

1806:12 D59 oh you're blocking the airspace okay

1806:13 D1 yeah

1806:13 D59 okay roger that

1806:14 D1 h k

1806:14 D59 (unintelligible)
1807
(1808-1836)
1837

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 13, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) D61 RA position for the time period from May 15, 2017, 1731 UTC, to May 15, 2017, 1833 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| Miami ARTCC Nassau Low Sector, Radar Associate Controller | D61 |
| Miami ARTCC Abaco High Sector, Radar Controller | D59 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.

[REDACTED]

Glenn E. Rivera
Support Specialist
Miami ARTCC

1731
(1732-1800)
1801

1801:53 D61 d forty four sixty one

1801:55 D59 d uh ah crap (unintelligible) we have an aircraft at er
flight level two four zero that we lost on radar and
frequency so we're going to have to start blocking for
him our nassau arrivals are going to have a little
trouble getting them down uh you see the speedbird two
five three mike just north of hankx right now

1802:11 D61 affirmative

1802:11 D61 we're probably going to have to get him to melon before we can descend him i guess you guys will probably have to corkscrew his way down into nassau we'll try to get everybody else down earlier

1802:19 D61 all right and say again before you said you uh lost radar on someone at two four zero

1802:23 D59 yeah there's an aircraft that's somewhere between freeport and marsh harbour right now flight level two four zero we lost him on the radar and frequency so all of our like i said all the nassau arrivals we're going to have to stop them at twenty five for a while until we're reasonably sure they're clear of the airplane so eh all of our nassau arrivals are going to be come high to you because

1802:41 D61 okay

1802:42 D59 of the situation

1802:43 D61 roger mike lima

1802:44 D59 okay
1803
(1804-1832)
1833

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 19, 2017

To: Aircraft Accident File ZMA-ARTCC-0362


From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R61 R position for the time period from May 15, 2017, 1733 UTC, to May 15, 2017, 1846 UTC.

| Agencies Making Transmissions | Abbreviations |
|--|---------------|
| Miami ARTCC Nassau Low Sector, Radar Controller | R61 |
| C414, N1554T | N1554T |
| AC90, N47EP | N47EP |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1733
(1734-1802)
1803

1803:20 R61 november one five five four tango miami request

1803:24 N1554T five four tango go ahead

1803:25 R61 yes sir can you check on uh guard frequency for e l t let
me know if you're picking up an e l t please

1803:32 N1554T will do five four tango

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N220N

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1803:46 N1554T five four tango negative

1803:51 R61 roger and uh four tango thank you

1803:54 N1554T you're welcome five four tango
1804
(1805-1813)
1814
1814:47 R61 november four seven echo papa request

1814:50 N47EP yes sir we're out of twelve thousand for three thousand

1814:54 R61 november four seven echo papa can you switch to on guard
frequency for a minute and see if you can pick up an e l
t and (unintelligible)
1815

1815:01 N47EP roger that will do

1815:20 N47EP miami center negative on the e l t

1815:23 R61 roger thank you
1816
(1817-1845)
1846

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 05, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

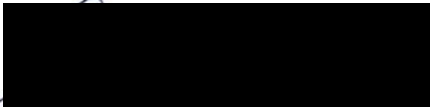
From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) D1 RA position for the time period from May 15, 2017, 1735 UTC, to May 15, 2017, 1845 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| Miami ARTCC Permt Sector, Radar Associate Controller | D1 |
| Miami ARTCC Abaco High Sector, Radar Associate Controller | D59 |
| Miami ARTCC Nucar Sector, Radar Associate Controller | D19 |
| Miami ARTCC Hobee Sector, Radar Associate Controller | D2 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1735
(1736-1804)

1805
1805:44 D1 and go fifty nine

1805:45 D59 hey steve you see that uh november two two zero november flashing at you coast track

1805:49 D1 affirm

1805:49 D59 we lost the aircraft on radar and frequency i guess maybe ten minutes ago or so that that coast track is his approximate of his position we don't know where the airplane is we're doing everything we can to find him but uh yeah i guess you you we're already blocking twenty four you guys need to start blocking twenty four

1806:06 D1 roger that's what we're starting to do right now the supe just came over

1806:08 D59 he came over to you

1806:09 D1 yeah the supes are over here now we're doing the same thing we're blocking the airspace

1806:12 D59 oh you're blocking the airspace okay

1806:13 D1 yeah

1806:13 D59 okay roger that

1806:14 D1 h k

1806:14 D59 (unintelligible)

1807
(1808-1809)
1810

1810:19 D19 number eighteen nineteen

1810:20 D1 uh d one that jetblue thirteen seventy we had to keep him at twenty three right now we have uh that non radar (unintelligible)

1810:29 D19 you have what

1810:29 D1 we have a v f r guy we don't know where he is he's tracked

up we're not talking to him he's at twenty four so we're
having to hold our guys at twenty three until about ten
miles north of your boundary

1810:37 D19 oh

1810:40 D19 radar contact

1810:41 D1 h k

1811

1812

1813

1813:37 D2 d two and seventeen

1813:38 D1 uh d one uh do you have the information on that two two
zero november coming to you all

1813:42 D2 stand by

1813:45 D2 c i d three seven eight affirmative piper to tango india

1813:48 D2 yeah but have they come over and talked to you about him

1813:50 D2 no no negative

1813:51 D1 yeah well we are not talking to him and he is not on radar
he's actually just a coast track coast guard's out
looking for him right now so we're blocking twenty four
thousand feet

1814:00 D2 okay d m

1814:01 D1 h k

1816

(1817-1844)

1845

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 06, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

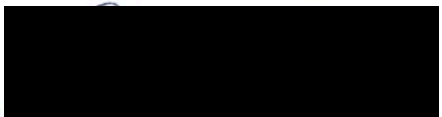
From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R1 R position for the time period from May 15, 2017, 1738 UTC, to May 15, 2017, 1848 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| SR22, N492DM | N492DM |
| Miami ARTCC Permt Sector, Radar Controller | R1 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1738
(1739-1807)

1808
1808:09 N492DM and november two two zero november if you can hear this uh
please let me know two two zero november

1808:18 R1 november two two zero november how do you hear miami say
your position

1808:23 N492DM uh you are loud and clear at this point

1808:26 R1 all right two two zero november say your position from the

say your position

1808:31 N492DM well this is four four nine two delta mike i was asked
they asked to flip over and look for two two zero
november on this frequency

1808:42 R1 okay say again uh delta mike

1808:45 N492DM four nine two delta mike i was over with miami on one
thirty three point four and they asked me to flip over to
this frequency and to look for two two zero november

1808:57 R1 and uh okay uh and four delta mike calling uh miami roger
november two two zero november i believe is not here then

1809:05 N492DM roger that okay four nine two delta mike

1809:08 R1 november two two zero november miami
1810

1810:20 R1 november two two zero november miami
1811
(1812-1816)
1817

1817:36 R1 november two two zero november miami
1818
(1819-1847)
1848

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 07, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

From: Miami Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) D21 RA position for the time period from May 15, 2017, 1739 UTC, to May 15, 2017, 1907 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| Miami ARTCC Freeport Low Sector, Radar Controller | R21 |
| SR22, N492DM | N492DM |
| Miami ARTCC Freeport Low Sector, Radar Associate Controller | D21 |
| Freeport, Bahamas, Freeport Approach Control | MYGF |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.

[REDACTED]

Glenn E. Rivera
Support Specialist
Miami ARTCC

1739
(1740-1808)
1809

1809:17 R21

r side at sector twenty one the weather is uh no factor
equipment a freeport v o r is out of service warning
areas don't matter here's your backup here's your darc
back to normal thirty to j f k (unintelligible) is
updating r v s m non radar november two two zero november
fifty nine

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1809:34 N492DM hey miami cirrus four nine two delta mike

1809:36 R21 november four nine two delta mike go ahead

1809:38 N492DM roger i did not uh was not able to receive two two zero november uh talked to miami as well

1809:44 R21 november four nine two delta mike roger i want you to try on your guard frequency can you broadcast on your guard frequency it's in uh the aircraft possibly is in your your vicinity and see if you can uh try to get him on guard frequency broadcast to them to contact miami center on one two five point three two

1810:04 N492DM unfamiliar with what you're asking for on guard frequency

1810:09 R21 uh november four nine two delta mike roger it's on uh one two one point five uh i was wondering if you could broadcast on one two one point five

1810:16 N492DM okay on one two one point five we'll do that delta mike

1810:18 R21 thanks

1810:20 R21 all right so that's what we're try trying to do is trying to get this guy wherever he is if we could get them

1810:26 D21 he came over from fifty nine

1810:28 R21 he was supposed to go to sector one

1810:30 N492DM two two zero november uh four niner two delta mike looking for two two zero november

1810:37 R21 continue on we are going to climb aircraft to twenty three block twenty four when they pass his projectile um

ZMA-ARTCC-0362
N220N

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| | | |
|--|------|--|
| 1810:45 | D21 | route |
| 1810:46 | R21 | route thirty miles past that then they'll be able to climb him so don't expect that they will be able to climb anybody |
| 1811 (1812-1834) 1835 | | |
| 1835:36 | MYGF | freeport |
| 1835:37 | D21 | uh nimro did uh by chance november two two zero november land there v f r |
| 1835:43 | MYGF | stand by let me check |
| 1835:49 1836 | D21 | it's a mitsubishi two |
| 1836:12 | MYGF | no negative |
| 1836:14 | D21 | no negative on two two zero november |
| 1836:15 | MYGF | uh |
| 1836:17 | D21 | and uh another november one one four papa romeo he's clear of your airspace thank you |
| 1836:22 | MYGF | appreciate it r k |
| 1836:23 1837 (1838-1906) 1907 | D21 | a r |

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 11, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) D2 RA position for the time period from May 15, 2017, 1743 UTC, to May 15, 2017, 1858 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| Miami ARTCC Hobee Sector, Radar Associate Controller | D2 |
| Miami ARTCC Permt Sector, Radar Associate Controller | D1 |
| Miami ARTCC Palm Beach Low Sector, Radar Controller | R20 |
| Miami ARTCC Palm Beach Low Sector, Radar Associate Controller | D20 |
| Miami ARTCC Stoop Sector, Radar Controller | R23 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.

[REDACTED]

Glenn E. Rivera
Support Specialist
Miami ARTCC

1743
(1744-1812)
1813

1813:37 D2 d two and seventeen

1813:38 D1 uh d one uh do you have the information on that two two zero november coming to you all

| | | |
|---------|-----|---|
| 1813:42 | D2 | stand by |
| 1813:45 | D2 | c i d three seven eight affirmative piper to tango india |
| 1813:48 | D2 | yeah but have they come over and talked to you about him no |
| 1813:50 | D2 | no negative |
| 1813:51 | D1 | okay well we are not talking to him and he is not on radar he's actually just a coast track coast guard's out looking for him right now so we're blocking twenty four thousand feet |
| 1814:00 | D2 | okay d m |
| 1814:01 | D1 | h k |
| 1815 | | |
| 1816 | | |
| 1817 | | |
| 1817:06 | R20 | twenty |
| 1817:07 | D2 | sorry this is sector d two uh apreq air berlin uh seven thousand flight level two five zero er uh reference we've got a guy that's uh lost at twenty four thousand so we can't take him down |
| 1817:19 | R20 | yes |
| 1817:19 | D2 | we cannot descend him to twenty four thousand until he's twenty miles south of that route on uh the aircraft we threw you there that uh |
| 1817:24 | R20 | three seven eight okay |
| 1817:25 | D2 | two zero november |
| 1817:25 | R20 | twenty you said twenty south of there |

ZMA-ARTCC-0362
N220N

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| | | |
|-------------|-----|---|
| 1817:27 | D2 | yeah twenty |
| 1817:27 | R20 | x d |
| 1817:28 | D2 | yeah twenty south of there your control for lower |
| 1817:28 | R20 | that's approved x d |
| 1817:29 | D2 | l r |
| 1818 | | |
| (1819-1820) | | |
| 1821 | | |
| 1821:03 | D20 | d twenty |
| 1821:04 | D2 | d two jetblue eleven forty five as well as uh the delta eight thirty eight are both out of your control out of uh twenty five uh reference the two zero hotel |
| 1821:15 | D20 | roger |
| 1821:15 | D2 | track l r |
| 1822 | | |
| (1823-1825) | | |
| 1826 | | |
| 1826:08 | R20 | twenty |
| 1826:09 | D2 | this is d two all these guys are stopped at twenty five for that non radar your control for lower |
| 1826:12 | R20 | thank you x d |
| 1826:12 | D2 | l r |
| 1827 | | |
| 1827:11 | R23 | r twenty two twenty three |
| 1827:12 | D2 | uh this is d two reference november two two zero ho uh november did they tell you about it they're over there right now |

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1827:17 R23 yeah uh my supe supervisor

1827:19 D2 okay so you know all about it

1827:19 R23 told me all about it

1827:19 D2 so you know all about it all right then l r

1827:21 R23 a k
1828
(1829-1857)
1858

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 10, 2017

To: Aircraft Accident File ZMA-ARTCC-0362


From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R20 R position for the time period from May 15, 2017, 1747 UTC, to May 15, 2017, 1857 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| Miami ARTCC Palm Beach Low Sector, Radar Controller | R20 |
| Miami ARTCC Hobee Sector, Radar Associate Controller | D2 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1747
(1748-1816)
1817

1817:06 R20 twenty

1817:07 D2 sorry this is sector d two uh apreq air berlin uh seven thousand flight level two five zero er uh reference we've got a guy that's uh lost at twenty four thousand so we can't take him down

1817:19 R20 yes

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1817:19 D2 we cannot descend him to twenty four thousand until he's
twenty miles south of that route on uh the aircraft we
threw you there that uh

1817:24 R20 three seven eight okay

1817:25 D2 two zero november

1817:25 R20 twenty you said twenty south of there

1817:27 R20 x d

1817:28 D2 yeah twenty south of there your control for lower

1817:28 R20 that's approved x d

1817:29 D2 l r
1818
(1819-1825)
1826
1826:09 R20 twenty

1826:09 D2 this is d two all these guys stopped at twenty five for
that non radar are your control for lower

1826:12 R20 thank you x d

1826:13 D2 l r
1827
(1828-1856)
1857

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 12, 2017

To: Aircraft Accident File ZMA-ARTCC-0362


From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R4 R position for the time period from May 15, 2017, 1747 UTC, to May 15, 2017, 1902 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| Miami ARTCC Melbourne Low Sector, Radar Controller | R4 |
| Central Florida TRACON | F11 |
| SR22, N352SR | N352SR |
| BE55, N3157W | N3175W |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1747
(1748-1816)

1817
1817:51 R4 mitsubishi two two zero november center
1818

1818:11 R4 mistubishi two two zero november miami center transmitting
on guard if you hear miami center ident

1818:48 R4 mitsubishi two two zero november center
1819
(1820-1822)
1823

1823:20 R4 mitsubishi two two zero november this is miami center
transmitting on guard if you hear miami center ident

1823:50 F11 bairn stoop orlando cape palm eight ten information

1823:57 R4 go ahead

1823:58 F11 hey uh november two zero zero november

1824:01 R4 two two zero november mitsubishi

1824:03 F11 two two zero zero november okay we we tried reaching out
to anyone on that we're going to try that try that call
sign now

1824:09 R4 okay thank you it it's two two zero november

1824:13 F11 zero november

1824:14 R4 yep

1824:14 F11 all right

1824:14 R4 from uh san juan to titusville

1824:17 F11 okay two two zero november all right

1824:19 R4 yeah

1824:20 F11 okay very good was he i f r or v f r

1824:21 R4 i f r he was last at twenty four thousand feet if if i was
going to be i would say about sixty to seventy miles
southeast of titusville

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N220N

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1824:29 F11 okay all right we're looking

1824:30 R4 okay

1824:30 F11 thank you t g
1825

1825:02 R4 cirrus three five sierra romeo center

1825:05 N352SR go for two sierra romeo

1825:07 R4 yes sir can you please monitor one two one point five and
check for an e l t

1825:12 N352SR yeah i been listening on twenty one five and haven't heard
an e l t yet

1825:14 R4 thank you
1826

1826:11 R4 baron three one seven five whiskey center

1826:13 N3175W uh this uh is seven five whiskey

1826:15 R4 yes sir can you please transmit to a november two two zero
november two two zero november and see if they hear you
please

1826:25 N352SR november two two zero november do you copy baron three one
seven five whiskey

1826:36 N3175W november two two zero november do you copy three baron
three one seven five whiskey on one three two point two
five

1826:47 R4 baron seven five whiskey thank you sir

1826:48 N3175W no problem (unintelligible)
1827

1827:39 R4 mitsubishi two two zero november if you hear miami center

1828 ident
1829
1829:35 R4 mitsubishi two two zero november if you hear miami center
ident
1830
1830:43 R4 weather's a factor what you see here is (unintelligible)
with very little movement (unintelligible) to the south
and east edge of it this no deviations around that
special operations surface to four thousand mccoys north
east at palm beach west at miami frequencies as posted
your proposals your arrivals some of those guys need
route but i haven't done anything yet due to expected
deviations and what i was going to give them next uh
traffics talking to at niner thousand talking at eight
thousand talking at fifty five hundred talking at seventy
five hundred talking at six thousand this is an aircraft
that was lost somewhere around here at twenty four
thousand feet going to titusville they lost radar
communications everything
1831:25 R4 huh
1831:25 R4 so they're kind of protecting for him or something out
there uh that was just p v d'd to us i had tried him uh
numerous times on guard with no joy orlando knows
titusville knows and so on that's what they're looking at
there
1831:36 R4 lima echo
1831:37 R4 lima echo
1831:38 R4 so m n
1832
(1833-1901)
1902

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 05, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

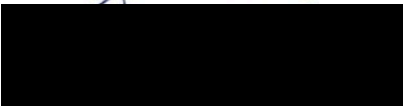
From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R2 R position for the time period from May 15, 2017, 1748 UTC, to May 15, 2017, 1850 UTC.

| Agencies Making Transmissions | Abbreviations |
|--|---------------|
| Miami ARTCC Stoop Sector, Radar Controller | R23 |
| Miami ARTCC Hobee Sector, Radar Controller | R2 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1748
(1749-1817)
1818

1818:55 R23 this is r twenty two twenty three

1818:57 R2 r two apreq flex jet four o six descending to two three zero as well as the flex jet five seventy as well as the zero charlie golf behind him

1819:03 R23 approved

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N220N

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| | | |
|---------|-----|---|
| 1819:04 | R2 | all right they're all going to be at twenty five your control |
| 1819:07 | R23 | um |
| 1819:08 | R2 | zero charlie golf flex jet five seventy and flex jet four o six |
| 1819:12 | R23 | yes |
| 1819:14 | R2 | the flex jet five seventy and zero charlie golf are going to be descending to two five zero for the non radar traffic |
| 1819:19 | R23 | okay five seventy's already at twenty four do you want me to take him down to twenty three |
| 1819:22 | R2 | yes |
| 1819:23 | R23 | okay |

1820
(1821-1849)
1850

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 13, 2017

To: Aircraft Accident File ZMA-ARTCC-0362


From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R23 R position for the time period from May 15, 2017, 1748 UTC, to May 15, 2017, 1955 UTC.

| Agencies Making Transmissions | Abbreviations |
|--|---------------|
| Miami ARTCC Stoop Sector, Radar Controller | R23 |
| Miami ARTCC Hobee Sector, Radar Controller | R2 |
| Central Florida TRACON | F11 |
| Miami ARTCC Hobee Sector, Radar Associate Controller | D2 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1748
(1749-1817)
1818
1818:55 R23 this is r twenty two twenty three

1818:57 R2 r two apreq flex jet four o six descending to two three zero as well as the flex jet five seventy as well as the zero charlie golf behind him

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N220N

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| | | |
|---------|-----|---|
| 1819:03 | R23 | approved |
| 1819:04 | R2 | all right they're all going to be at twenty five your control |
| 1819:07 | R23 | um |
| 1819:08 | R2 | zero charlie golf flex jet five seventy and flex jet four o six |
| 1819:12 | R23 | yes |
| 1819:14 | R2 | the flex jet five seventy and zero charlie golf are going to be descending to two five zero for the non radar traffic |
| 1819:19 | R23 | okay five seventy's already at twenty four do you want me to take him down to twenty three |
| 1819:22 | R2 | yes |
| 1819:23 | R23 | okay |
| 1820 | | |
| 1821 | | |
| 1821:59 | R23 | november two two zero november how do you hear miami center |
| 1822:06 | R23 | cape palm bairn stoop eight ten line question |
| 1822:09 | F11 | cape palm |
| 1822:11 | R23 | do you guys have a two two zero november on your frequency |
| 1822:13 | F11 | two two zero november |
| 1822:15 | R23 | yeah |

1822:15 R23 he would have been coming over piper

1822:15 F11 november two zero zero november orlando

1822:22 F11 nothing on cape palm um i can see if uh he's on east frequency

1822:26 R23 uh if you could yes unless you

1822:27 F11 two zero zero november all right we'll see if uh and what frequency do they need to be on

1822:31 R23 um we don't know we i guess he just dropped off their radar for some reason a mitsubishi routed piper titusville we're looking for him right now

1822:38 F11 oh really

1822:39 R23 yeah

1822:39 F11 okay very good

1822:40 R23 a k thank you

1822:41 F11 all right t g

1823
(1824-1826)
1827

1827:11 R23 r twenty two twenty three

1827:12 D2 uh this is d two reference november two two zero ho uh november did they tell you about it they're over there right now

1827:17 R23 yeah uh my supe supervisor

1827:19 D2 okay so you know all about it

1827:19 R23 told me all about it

1827:19 D2 so you know all about it all right then l r

1827:21 R23 a k
1828

1828:04 R23 twenty two twenty three weather's a factor this stuff's
real you're getting a lot of point outs from forty six on
both sides of it actually um i've had a couple of
aircraft i i had a couple go right through here gitmo
went right through here

1828:14 R23 uh hum

1828:14 R23 and i had uh someone going southwest bound that went right
through no problem with the range it's mostly the
departures from palm beach that don't want to go around
it so every one will go around it (unintelligible)

1828:27 R23 gitmo

1828:36 R23 uh eighteen's good here's your active backup and darc up
on the board melbourne treasure freeport lakeland out of
service freeport i f r services boca closed at night
military placid's active and on the back side avon high
radar sorry

1829

1829:52 R23 um let me hand this guy off so this unit went missing and
they don't know where he is so we're protecting for
flight level two four zero non radar all of

1830:05 R23 when did he get missing or from like what what area did he
get missing

1830:10 R23 uh with atlantic i believe

1830:12 R23 okay

1830:13 R23 so

| | | |
|---------|-----|---|
| 1830:13 | R23 | then twenty four is protected |
| 1830:15 | R23 | they're going to come over to you descending to twenty five and as far as i know we're not supposed to descend them our people through twenty four around uh twenty five miles of that route that's what i was told |
| 1830:30 | R23 | okay that's very confusing |
| 1830:32 | R23 | so i know until further |
| 1830:33 | R23 | we're just going to jump over the twenty four |
| 1830:35 | R23 | i'm sorry |
| 1830:36 | R23 | are we just going to jump over the twenty four (unintelligible) |
| 1830:38 | R23 | (unintelligible) yeah |
| 1830:39 | R23 | twenty three to twenty five can you do that |
| 1830:41 | R23 | absolutely |
| 1830:42 | R23 | all right |
| 1830:42 | R23 | um and traffic |
| 1830:53 | R23 | he's going direct snaggy flashing jetblue's direct nassau flashing |
| 1831 | | |
| 1831:12 | R23 | this was a point out that i took radar on from forty six he was at like ten thousand right here |
| 1831:23 | R23 | looks like this is going to be a point out gitmo's an overflight point out gone and new here |

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N220N

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1831:28 R23 k g

1831:28 R23 a k

1832

(1833-1835)

1836

1836:32 R23 november two two zero november miami

1836:37 R23 november two two zero november if you hear miami center
ident

1837

(1838-1846)

1847

1847:49 R23 november two two zero november if you hear miami center
ident

1848

(1849-1923)

1924

1924:38 R23 november two two zero november miami

1925

(1926-1954)

1955

End of Transcript



Federal Aviation Administration

Memorandum

Date: July 10, 2017

To: Aircraft Accident File ZMA-ARTCC-0362


From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) D20 RA position for the time period from May 15, 2017, 1751 UTC, to May 15, 2017, 1852 UTC.

| Agencies Making Transmissions | Abbreviations |
|--|---------------|
| Miami ARTCC Palm Beach Low Sector, Radar Associate Controller | D20 |
| Miami ARTCC Hobee Sector, Radar Associate Controller | D2 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1751
(1752-1820)
1821

1821:03 D20 d twenty

1821:04 D2 d two jetblue eleven forty five as well as uh the delta
eight thirty eight are both out of your control out of uh
twenty five uh reference the two zero hotel

1821:15 D20 roger

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N220N

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1821:15 D2 track 1 r
1822
(1823-1851)
1852

End of Transcript



Federal Aviation Administration

Memorandum

Date: August 09, 2017

To: Aircraft Accident File ZMA-ARTCC-0362

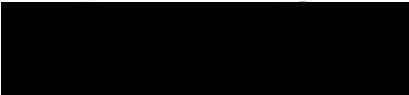
From: Miami Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N220N
Eleuthera, BS, May 15, 2017

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) S-A4C2 FM position for the time period from May 15, 2017, 1752 UTC, to May 15, 2017, 1924 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---------------|
| Miami ARTCC, Ocean Area Supervisor | OCNFM |
| Miami ARTCC, Air Traffic Manager | ATM |
| White Crown Aviation, North Eleuthera, Bahamas | WHITE |
| Miami ARTCC, Caribbean Area Supervisor | CAREM |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N220N.


Glenn E. Rivera
Support Specialist
Miami ARTCC

1752
(1753-1821)

1822
1822:46 OCNFM ocean planchon

1822:47 ATM ryan jan

1822:48 OCNFM hey

1822:49 ATM who's the controller that was working the airplane

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N220N

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| | | |
|---------|-------|---|
| 1822:51 | OCNFM | uh wayne solomon um jason sterr it was right on the boundary at uh fifty eight fifty nine and uh jacob weather three it's jan |
| 1823:00 | ATM | okay wayne solomon and |
| 1823:03 | OCNFM | here |
| 1823:03 | ATM | sterr |
| 1823:04 | OCNFM | here's kingsley he |
| 1823:04 | ATM | okay |
| 1823:05 | OCNFM | was here for everything hold on |
| 1823:05 | ATM | okay |
| 1823:07 | OCNFM | jan |
| 1823:07 | ATM | jay who was at fifty eight |
| 1823:09 | OCNFM | wayne solomon |
| 1823:10 | ATM | wayne solomon okay |
| 1823:11 | OCNFM | he's going home am i allowed to release him |
| 1823:13 | ATM | yes |
| 1823:13 | OCNFM | yes |
| 1823:14 | ATM | yeah is he filling out a c a one |

1823:17 OCNFM i don't know (unintelligible)

1823:17 ATM is it his time to go home

1823:19 OCNFM it's his time to go home yes

1823:20 ATM yeah you uh um hum can you release him i'll get right back to you

1823:24 OCNFM okay

1823:24 ATM bye
1824
(1825-1850)
1851

1851:14 WHITE good afternoon white crown

1851:16 CARFM hey uh good afternoon this is uh the miami center supervisor at nassau low i understand you have a disabled aircraft out at the airport

1851:26 WHITE um we're trying to figure out what's going on with it right now um i think they have a gear problem

1851:34 CARFM uh huh

1851:34 WHITE and they uh hold on one second i'm trying to listen

1851:59 WHITE okay um it sounds like they they they might be able to tow it but they can't there's something with the gear

1852:06 CARFM hum

1852:07 WHITE so he was speaking with his company to find out what's what before they actually move it so he doesn't damage it any further uh so we're we're waiting right now the airport is at the end of runway two five

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1852:19 CARFM uh hum

1852:19 WHITE the aircraft it's a king air uh and we are just waiting uh right now he just got off the phone from his company so uh i really don't know exactly what's going on with it yet

1852:29 CARFM okay it's a king air

1852:30 WHITE (unintelligible) or anything it's just they have a problem with it i don't know what the problem is at this moment

1852:35 CARFM and and it is a king air confirm

1852:38 WHITE yes

1852:39 CARFM all right i was just checking we lost an aircraft and uh just east of your airport on radar out of twenty four thousand feet and we haven't been able to contact them on (unintelligible) on radar

1852:47 WHITE that was two hundred

1852:47 CARFM and the frequency

1852:48 WHITE something two hundred two hundred november

1852:49 CARFM two two zero november yeah

1852:51 WHITE yeah

1852:51 CARFM we just wanted to make sure he didn't come in there

1852:53 WHITE uh no

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| | | |
|---------|-------|--|
| 1852:54 | CARFM | no |
| 1852:54 | WHITE | that is not him and he has i have not seen or heard of him |
| 1852:58 | CARFM | all right thank you very much |
| 1853:00 | WHITE | okay |
| 1853:01 | CARFM | all right |
| 1853:01 | WHITE | you're welcome |
| 1853:02 | CARFM | bye bye |
| 1853:02 | WHITE | bye bye |

1854
(1855-1923)
1924

End of Transcript
